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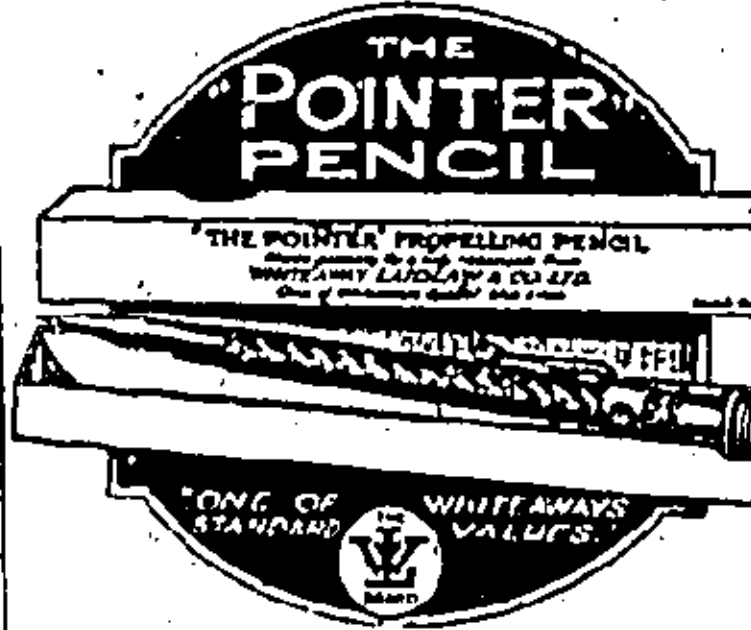
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HANKOW ALARMED.

POPULACE FEARS GRAVE TROUBLE.

FOOD GETTING SCARCER.

ALL FLOUR SEIZED FOR THE TROOPS.

Since the news leaked out that General Yang Sen, now an ally of the North, has captured Ichang, and is moving down the river, the situation in Hankow has become steadily tenser. Food is getting scarcer every day and the middle classes fear that grave troubles will soon break out. All flour in the native city has been seized for the troops on the Honan front.

GROWING ANXIETY.

Safety In The Japanese
Concession.

Shanghai, May 14.
A wireless message from Hankow states that the situation is

SIR MILES LAMPSON.

Leaving For Shanghai On
Monday.

Shanghai, May 14.
Sir Miles Lampson, the British Minister at Peking, leaves Tientsin for Shanghai on May 16.

growing tenser since the news leaked out that General Yang Sen has captured Ichang and is moving down the river to Hankow.

General Yang Sen, originally a supporter of the Northern Government, has latterly gone over to the Northerners. He was responsible for the Wanhsien incident of last September.

Thousands of middle class Chinese at Hankow, unable to leave the port, are taking refuge in the Japanese Concession, anticipating grave trouble at Hankow soon.

The Nationalists have seized all flour in the native city for the troops on the Honan front. The price of flour has risen 25 per cent. The price of rice is rising and rice is becoming scarcer daily.

Coolie's Insult.

A coolie yesterday walked on to a pontoon at which H.M.S. "Wanderer" was lying. He had no business there and a blue-jacket, following his duty, ordered him off. The coolie thereupon spat in the bluejacket's face, whereupon the bluejacket knocked the coolie down with the butt-end of his rifle.

The British Consul has protested to Mr. Eugene Chen against the coolie's conduct, and Mr. Chen has protested to the British Consul regarding the bluejacket's action.

The foregoing incident would ordinarily be of minor importance but at the present time it is symptomatic of the tenseness of the atmosphere.—Reuter.

THE TIDE OF WAR.

South Driving Towards
Tientsin.

Wuhu, May 13.

The Northerners, who are holding a line running from Liuan-chow to Lake Huchow are opposed by the following Southern Divisions, the 7th, 10th, 15th, 27th, 37th and 44th and an active engagement between the forces is expected shortly.

The Southerners are advancing in force and are threatening the Tientsin-Pukow Railway, with the object of pushing the Northerners to the North.

The report of May 7 that an Anhui division had been disbanded is incorrect.—British Naval Wireless.

Yangtze Firing.

Nanking, May 13.
A protest has been received in the name of General Chiang Kai-shek by the British, American and Japanese Senior Naval Officers regarding the firing on Chinese troops ashore at Kiangyin and Shi-an (recent reports have detailed the reply by foreign warships to firing from the shore).
A reply to the protest is being drafted.

The firing on foreign warships continues. Japanese and American vessels having been fired at in the neighbourhood of Welling-shan and Hsaiakwan (suburb of

Pukow), the fire having been returned.—British Naval Wireless.

Troops In Ewo Premises.
Chinking, May 13.
Messrs. Jardine, Matheson & Co.'s residences have been occupied by Chinese troops and, in reply to a protest, the Commissioner of Foreign Affairs has requested General Ho, who is in command, to order the removal of troops from all foreign premises.

The arrival of further troops is expected shortly from Nankow.—British Naval Wireless.

Arrival of Troops.
The first of the troopships due here with the latest additions to the Shanghai Defence Force is the "Derbyshire" which will go alongside Holt's Wharf on arrival tomorrow.

The "Nervassa" is due on Monday and will go to Naval Buoy 5 and the "City of Marseilles," which is also due on Monday will proceed to Holt's Wharf.

EARLIER MESSAGES.

Nanking Dismisses Mr. Eugene Chen.

Shanghai, May 13.
Simultaneous with the announcement that C. C. Wu had

\$2,000,000 CLAIMS.

For Nanking, Not Hankow
Looting.

Shanghai, May 14.
The claims of \$2,000,000 mentioned yesterday refer to Nanking, not to Hankow.—Reuter.
Yesterday a cable was received stating that British claims hitherto filed in connection with the looting and destruction of property in Hankow on January 3 so far amounted to \$2,000,000.

assumed the office of Foreign Minister at Nanking a mandate was promulgated by the Nanking Government stating that Eugene Chen was relieved of his duties as Acting Foreign Minister.—Reuter.

United States Admiral.
Shanghai, May 13.
It is understood that Admiral Williams is shortly going to Hankow.—Reuter.

AN ARMY CHANGE.

CANTERBURY CAVALRY DEPOT
ABOLISHED.

Rugby, May 13.
The King has approved the abolition of the cavalry depot at Canterbury with effect from June 13. The Army Order which makes this announcement states that arrangements have been made for all recruits enlisting for cavalry of the line to be despatched direct from their places of enlistment to the regiments with which they will undergo their recruit training.
From June 1 cavalry personnel arriving from abroad who would have been sent to the Cavalry Depot in accordance with the King's Regulations will be sent to the cavalry regiment at Howe (?) under instructions to be issued by the officer in chief of Cavalry escorts at Canterbury.—British Wireless Service.

WEATHER FORECAST.

The weather forecast for the ensuing 24 hours is:—Light, variable winds; clear generally.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, today was 2/0 1/16.

LEEVE BREAKS.

Floods Burst Into "Sugar
Bowl."

TOTAL DAMAGE \$50,000,000.

Baton Rouge, Louisiana,
May 13.

The levee at Bayou des Glaisses broke in the big bend section at Moreauville at six o'clock in the morning and by nine o'clock in the morning there was a crevasse in the embankment 600 feet wide. The levee at this point is nine feet high.—Reuter's American Service.

Further Heavy Losses.

Later.
Over a thousand workers have been labouring day and night to strengthen the embankment and

OUR \$50 PRIZE.

Reminder to Cross-Word Puzzle
Competitors.

The second cross-word puzzle of the "China Mail's" new series appears to-day for the last time, and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next. The third puzzle of the new series will be published on Monday.

an effort is still being made to close the break.

Ex-Governor Parker, who is directing the flood operations, says that 25,000 people and 60,000 acres in the immediate vicinity of Bayou des Glaisses will be affected by the break, while further afield 60,000 more people will be made homeless. Nearly a hundred acres of marshland will be inundated. It is also expected that the new flood will break down the levees of the Atchafalaya River, jeopardising the safety of over 150,000 people.

The State Commissioner of Agriculture estimates the loss from the new flood at approximately \$10,000,000.—Reuter's American Service.

Still Another Break.

Later.
A further break is reported in the levee at Bordelonneville, on Bayou des Glaisses, where a crevasse a hundred feet wide has appeared.
Desperate efforts are being made to save the levee at Torras

KING'S TITLE.

Imperial Conference Change
Gazetted.

London, May 13.
A proclamation by the King is gazetted whereby in the King's style and title "The United Kingdom of Great Britain and Ireland" is altered to "Great Britain and Ireland."—Reuter.

on the old river which is reported to be fast weakening.

Preventing a Recurrence.

New York, May 13.
Mr. Herbert Hoover, Secretary of Commerce, stated that the flood damage will reach the gigantic figure of \$250,000,000 (Gold).
President Coolidge has consulted the Commerce and War Departments with a view to drawing up a scheme to be embodied in a Bill to be presented to Congress in order to prevent a recurrence of the similar disaster in the future.

The Press points out that the project is likely to be very delicate, as the authorities in the various States affected do not see eye to eye with each other or with Washington.—Reuter's American Service.

[A cable from New Orleans on May 9 stated: Louisiana's richest agricultural section, styled the "Sugar Bowl" owing to the large quantity of sugar grown there, is threatened with inundation from waters piled up against the Bayou des Glaisses levee, speaking an outlet to the sea. Hundreds of men are working on the levee and a rescue fleet is standing by. If a crevasse is made at Bayou des Glaisses, 4,000,000 acres will be flooded and a quarter of a million people made homeless.]

SOVIET SECRETS.

BREAKING OPEN ARCOS HOUSE SAFES.

SEQUEL TO THE RAID.

CHARGE D'AFFAIRES LODGES PROTEST.

London, May 13.

There was a new turn to the Arcos raid this evening when a gang of workmen arrived in a lorry and carried into the building a pneumatic concrete breaker, heavy crowbars and a number of other tools. It is inferred that these will be used for breaking open the safes, the keys of which are being withheld.—Reuter.

WHERE HE IS WRONG.

Soviet Official and His
Protest.

London, May 13.
M. Rosengolz, the Soviet Charge d'Affaires, has sent a letter to Sir Austen Chamberlain, Foreign Secretary, protesting against the raid on Arcos House. M. Rosengolz says the premises of Arcos and the Trade Delegation were occupied by armed police, although the premises of the Trade Delegation, in accordance with the Trade Agreement of 1921, confirmed by a Foreign Office Note of February 16, 1927, enjoy diplomatic immunity.

During the raid an employee of the Trade Delegation, M. Khudiakov, who refused to give up the key of a safe containing the personal papers and cypher codes of the official trade agent, was assaulted by the police who carried off the post addressed to the trade agent which couriers had just brought in.

"Common Decency."
M. Rosengolz declares that these proceedings are a flagrant violation of Article V of the Trade Agreement, which provides that

FORMAL PROTEST.

Soviet Official Visits Foreign
Office.

Rugby, May 13.
The Charge d'Affaires of the Soviet Mission in London visited the Foreign Office to-day to lodge a formal protest against the raid on the Arcos Building.—British Wireless Service.

official agents shall be at liberty to communicate with their own Government and other official representatives of their Government in other countries and to receive and despatch couriers with sealed bags exempt from examination.

Moreover in accordance with Article I of the Trade Agreement of the British Government undertook not to discriminate against such trade compared with the trade of any foreign country, but the very fact of the raid would inevitably injure Anglo-Soviet trade. Furthermore, during the raid the most elementary guarantees and the demands of common decency were violated.

Alleged Warrant Delay.

M. Rosengolz says the search was begun before the presenting of the warrant, which was only handed to the Assistant Director of Arcos, M. Sorotkin, an hour after the commencement of the search. All the employees, men and women, of Arcos and the Trade Delegation were detained and personally searched, including women possessing diplomatic passports, for instance the wife of the Charge d'Affaires and the wife of the Financial Attache. The personal search of the women was carried out by the male police.

"I have informed my Government of all that has occurred, and while awaiting their decisions and instructions, I protest most emphatically against the violation of the obligations undertaken by the British Government in accordance with the Trade Agreement.—Reuter.

Russian Delusions.

London, May 13.
It is stated in authoritative quarters that M. Rosengolz is under a misapprehension as regards the exact meaning of Article V of the Trade Agreement. The Article says that M. Khudiakov, who is the official agent of the delegation, personally en-

joys immunity from arrest and search, but the right does not extend to the offices under his control. Moreover M. Khudiakov's immunity is not ordinary diplomatic immunity, but a special privilege under the Trade Agreement. Furthermore the Russian

ATLANTIC FLIGHT.

America to Help Search For
Lost Aviator.

Washington, May 13.
President Coolidge has telegraphed to M. Doumergue, President of France, hoping that Captain Nungesser and Coli will be found and assuring France that the American Government will do everything "humanly possible" in their search for the brave French aviators.—Reuter's American Service.

Trade Delegation is only permitted to receive one sealed bag a week.—Reuter.

Earlier Messages.

London, May 13.
In the House of Commons Mr. Arthur Henderson asked the Home Secretary whether it was upon his authority that the police raided the premises of Arcos Limited or the Russian Trade Department and if so for what reason.

Sir W. Joynson Hicks, whose rising was cheered by the Ministerialists, replied that information was submitted to him on Wednesday evening by the head of the police Department whereupon he authorised the application for a warrant to search the premises.

The Arcos search is still progressing and he was unable to give further information for a day or two.—Reuter.

Soviet Protest.

London, May 13.
The Soviet Embassy has decided to immediately formally protest to the Foreign Office against the raid on Arcos House. M. Rosengolz, the Charge d'Affaires, has arranged to see Sir Austen Chamberlain this afternoon.—Reuter.

The Order For The Raid.

London, May 13.
Commander Kenworthy demanded an answer to the question whether Arcos House or the Trade Delegation was raided, declaring M. Kitchuk, the head of the Trade Delegation had written claiming diplomatic immunity. He asked whether the Cabinet or the Foreign Office were consulted prior to the raid. Sir W. Joynson Hicks replied that he was unable as yet to state the exact position regarding the building where the Trade Delegation was housed but responsibility for the raid rested on the Home Secretary.

The Labourites closely questioned Sir W. Joynson Hicks as regards the alleged search of a hundred British employees of Arcos House to which Sir W. J. Hicks replied that the warrant was granted by a magistrate and not by the Home Secretary.

Several Conservatives declared that the Soviet Charge d'Affaires yesterday came straight to the Labour Party in the House of Commons instead of going to the Foreign Office, which some one, amid Labourite laughter, described as a "gross breach of diplomatic etiquette." Mr. Arthur Henderson said the Charge d'Affaires did come to the House of Commons to consult Mr. Henderson, but had previously done his utmost to get in touch with Sir Austen Chamberlain.—Reuter.



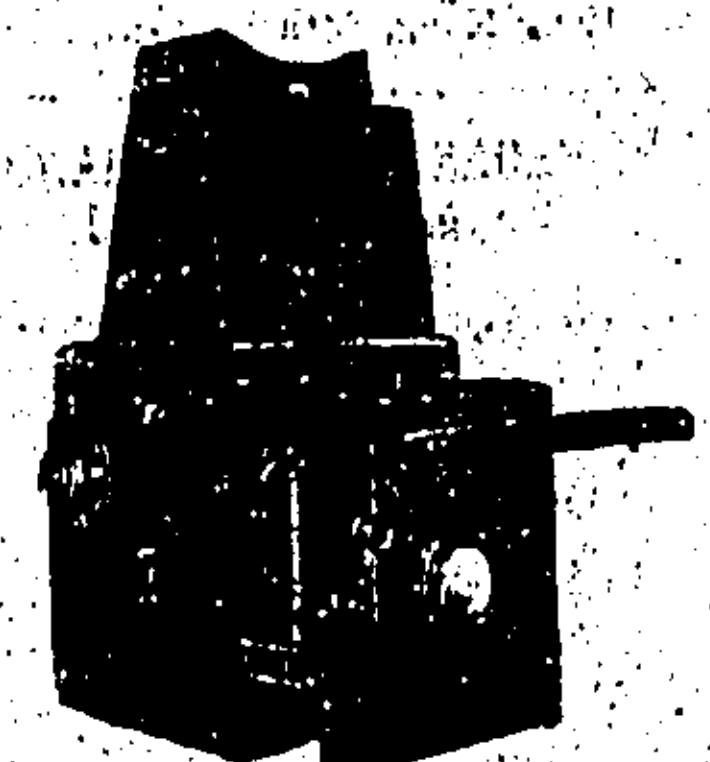
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Hong Kong, 20th February, 1927.

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Hong Kong Office: 41 Queen's Road Central
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Reserve Fund (Guilder) 25,000,000
Special Reserve (Guilder) 20,000,000

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Hankow, Shanghai,
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J. D. ASH MOIR, Manager.
Hong Kong, 11th March, 1927.

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COMMERCE AND FINANCE.

LOCAL SHARES.

MOXON AND TAYLOR'S
REPORT.

THE WEEK'S REVIEW.

The weekly share report of
Messrs. Moxon and Taylor
(brokers) reads:—

Hong Kong, May 13.
There has been a further im-
provement in the market during the
past week, with a good demand for
most of the principal stocks.

Buyers are beginning to realise
that shares can no longer be had
at low prices and are gradually in-
creasing their limits.

At the close the undertone was
firm.

Shanghai Market also shows an
improvement, and buying orders
are coming down for Docks and
Cottons.

The following are the principal
alterations since last week:—

Banks:—A large number of
shares changed hands at \$1.065-
\$1.070 and closed with buyers at
the former price.

Unions:—Have also changed
hands on a large scale at \$2.91/\$2.92
and more are wanted at the former
price.

Cantons:—Have also been the
medium of considerable business at
\$0.25/\$0.26.

Steamboats:—Have declined
somewhat and are wanted at \$2.14,
with few, if any, sellers at this
price.

Waterbills:—Are in great de-
mand at \$15 with no sellers.

Star Permits:—Are very firm at
\$5.3, and more would be paid for
any shares offering.

China Sugars:—Have come to
business at \$19 and close with
buyers at this price.

Hong Kong Lands:—Have had a
rise and have come to business at
\$54.54 and close with buyers at
\$54.5, with no shares offering.

Hong Kong Tramways:—Changed
hands at \$20.5 and a small parcel
of shares could be had at this rate.

China Providents:—Have firmed
up to a buying price of \$4.5 with
few, if any, sellers.

Electric:—Have come to busi-
ness at \$54 and close with buyers
at this price. There has been a
fairly good demand for these
shares.

China Lights:—Are wanted at
\$12.60 and more would be paid for
any shares offering.

London Quotations of May 11:—
Banks \$116; Indos Deferred \$45.0;
Shells \$4.17.6, all middle prices.

Exchange:—The demand rate on
London is 2/3/16 and the
T/T on Shanghai is 1/4/79.1/2.

Next Settlement Day is Tues-
day, May 24, 1927.

Shareholders in the China Pro-
vident Loan & Mortgage Co. Ltd.
are reminded of the notice regard-
ing the deposit of powers of at-
torney at the company's office, not
less than 48 hours before the poll
which is to be held (according to
announcement) on May 18, even
if such powers of attorney have
already been noted by the company.

THE MERCANTILE BANK OF
INDIA, LTD.

HEAD OFFICE:
15, Gracechurch Street, London, E. C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,950,000
Paid-up Capital £1,050,000
Reserve Fund and rest £1,546,697

BRANCHES:

Bombay, Calcutta, Hongkong, Kanton, Kienloen, Kobe, London, Manilla, Peking, Shanghai, Singapore, Sourabaya, Tientsin, Yokohama.

Interest allowed on Current Accounts
and Fixed Deposits according to
arrangements.
Every description of Banking and
Exchange Business Transacted.
Safe Deposit Boxes to let.
CH. LEM, Manager.
Hong Kong, 20th February, 1927.

THE BANK OF CHINA.

(Specially Authorized by Presidential
Mandate of the Republic of China
on the 22nd of November, 1917.)

Authorized Capital \$50,000,000.00
Paid-up Capital \$18,275,000.00
Reserve Fund \$9,629,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCH:
4, Queen's Road Central.
Hong Kong, 7th May, 1927.

THE BANK OF CANTON, LTD.

Established 1912.
Head Office:—Hong Kong.

Authorized Capital (Y.L.K. Currency) \$1,000,000
Paid Up Capital \$500,000
Reserve Fund \$500,000

Branches and Agencies at:
Alexandria, Newchwang,
Batavia, New York,
Bombay, Osaka,
Buenos Ayres, Peking,
Calcutta, Rangoon,
Canton, Rio de Janeiro,
Changhai, Saigon,
Dairen (Dairen), San Francisco,
Fengtien (Mukden), Hankow,
Hankow, Shanghai,
Harbin, Simonseski,
Hong Kong, Singapore,
Kobe, Soerabaya,
Kobe, Yokohama,
London, Tientsin,
Lyons, Vladivostok,
Manila, (Temporarily closed),
Nagasaki.

Interest allowed on Current Accounts.
Deposits received for fixed periods at
rates to be obtained on application.
J. D. ASH MOIR, Manager.
Hong Kong, 11th March, 1927.

A LOCAL MARKET.

COTTON GROWN IN
AUSTRALIA.

PURCHASE OF WHOLE CROP.

An announcement made at
Sydney that the whole of this
year's Queensland crop of cotton
has been bought by Australian
firms may be taken as heralding
a new and better outlook for the
cotton trade.

Cotton-growing has had a place
among Australian industries for
more than 60 years, but hitherto
most of the crop has been sent to
England for manufacture. Re-
cently, however, a demand has
grown up from local manufac-
turers and there are now eight
concerns treating cotton in the
Commonwealth.

The early settlers in Queens-
land started cotton-growing in
1860, and the northern State is
still the home of the industry.
Tentative efforts were made in
the Northern Territory, and
there have been spasmodic at-
tempts in New South Wales, but
so far Queensland is the only
State producing cotton in mar-
ketable quantities.

40,000 Acres.

In 1888 the area cropped even
in Queensland was only 38 acres.

In 1919 it was no more than 72
acres. The Queensland Govern-
ment offered a fixed advance of
5 1/4d. per lb. for seed cotton of
good quality, the offer being for
three years. As a result there
were 40,821 acres under cotton in
1923, and the yield of unginned
cotton was 12,500,000lb. In the
following year the area in crop
went up to 50,000 acres.

For the current year the figure
is approximately that of 1923—
about 40,000 acres, estimated to
produce 4,000 bales.

Something has been done to
encourage cotton-growing in New
South Wales, but the results have
not yet been considerable.

The arrangement now an-
nounced, if it is followed in sub-
sequent years, will provide a
guaranteed market in Australia
and intermediate costs. By cut-
ting out middlemen and over-
seas transit it makes the pros-
pect of net return for the local
grower better than it has ever
been.

Last year the value of the cot-
ton and linen goods imported into
Australia was roughly \$10,000,000.
The demand for articles
made of cotton is practically un-
limited.

TOO MUCH OIL.

MOVE MADE TO CURTAIL
SUPPLY.

Washington, May 13.

Following the oil producers' appeal to the Federal Government for aid in restricting over-
production, the nine oil companies
controlling 75 per cent. of the pro-
duction of Seminoles oilfield have
agreed not to start or complete
wells in the greater Seminoles area
for a period of two weeks.

In the meantime field surveying
will be carried out in order to
obtain data with a view to the
further restriction of drilling.—
Reuter.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Khyber" from
Hong Kong arrived Marseilles on
May 12, at 6.30 a.m.

The P. & O. s.s. "Labore" left
Vladivostok for this port on May 8,
a.m., and is due here to-morrow.

The B. I. s.s. "Talambe" left
Singapore for this port on May 10,
p.m., and is due here to-morrow,
at about 7 a.m.

The C.P.S. R.M.S. "Empress of
Canada" arrived at Shanghai yes-
terday, at 11.30 a.m., left that port
to-day, at 10 a.m., and is due at
Hong Kong on May 19.

The P. & O. s.s. "Mirzapore" left
Singapore for this port on May 9,
p.m., with the outward mail, and
is due here on Monday, at
about 6 a.m.

The Ben Line s.s. "Benlomond"
from Leith, Middlesbrough, Antwerp,
London, Straits and Philippines, is
due to arrive here on May 20.

CONSIGNEE'S NOTICE.

Consignees of Cargo on the
"D'Aragnan" are informed that all
claims must be sent in to the
Agent, before May 19 or they will
not be recognised.

DANCE DISPLAY.

VISITING EXPERTS AT CAFE
PARISIEN.

CHARLESTON DEFENDED.

At the Cafe Restaurant
Parisien this evening, at
8.30 o'clock, Professor C.
Therese and Miss Marguerite
Senour will open a short season
of dancing displays. Both have
been in Shanghai for a number of
years, being recognised there as
authorities in dancing and tutors
of the latest dances for drawing-
rooms and ball-rooms. The
Professor himself, who hails
from Liverpool, performed
for a hundred weeks in
London, including seven weeks at
the Alhambra. Miss Senour
scored a great success at the New
York Theatre, New York. She
specialises in classical and charac-
ter dancing, being particularly
brilliant in American jazz dan-
cing.

In the course of a short chat
with a representative of the

"China Mail" the Professor
sketched the history and evolution
of the Charleston from a rather
crude negro dance in South Caro-
lina, with its many "kicks," to
the now graceful and popular flat
bottom dance. The flat Char-
leston, he holds, is so much
in vogue now because it has
that amount of "pop" and
grace that so many dancers
desire. As he naively put it, it
can be learned in a couple of
lessons by anybody other than
those with wooden legs and
wooden heads!

The Tango, the Professor
thinks, is a beautiful dance, and
like the Waltz, will never die out
like so many of the now old-
fashioned "square dances." Like-
wise, because of its charm, he
asserts that the jazz is here to
stay, although it is possible
that the future may hold some-
thing in the dancing line with still
more "pop." As to the Fox Trot
its many variations—he himself
knows about 70—is sufficient to
account for its "rage" amongst
all dancers of the present day, and
can be learned in a very short
time.

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land started cotton-growing in
1860, and the northern State is
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Tentative efforts were made in
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Hong Kong arrived Marseilles on
May 12, at

Phone C.22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

TO LET.

TO LET.—The First Floor on No. 2, Hart Avenue. (Five rooms). Apply to: Spanish Dominican Provision.

TO LET:—FURNISHED HOUSE. 200 The Peak. From 1st June to 30th September. 5 Bedrooms, 4 Bathrooms. Modern Sanitation. All conveniences. Present Tenants will sub-let at much reduced rent. Apply Box No. 490, c/o "China Mail."

FOR SALE.

FOR SALE.—Cheong Steamers. Unused. Set of six stamps:—2, 5, 10, 15, 20 and 25 cents.—Apply Box No. 490, c/o "China Mail."

FOR SALE.—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 5, Wyndham St., Telephone Central 22.

LAMBERT BROS.

AUCTIONEERS, APPRAISERS AND SURVIVORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

WEDNESDAY, the 18th May, 1927,

commencing at 2.45 p.m.

at No. 23, Humphreys Building, Kowloon.

A Quantity of

VALUABLE HOUSEHOLD FURNITURE

Comprising:—

Teak Hatstand, Chesterfield

Couch and Chairs, Teak Glass

Cabinet, Teak Screens, Teak Ward-

robe with Bevelled Mirror, Teak

Dressing Table, Washstand,

Teak Dining Table and Chairs,

Bookcases, Carpets, Rugs, Pictures,

Ornaments, etc.

ALSO

A Few Pieces of

BLACKWOOD FURNITURE

Catalogues will be issued.

On View from Tuesday, the 17th

May, 1927.

Terms:—Cash on Delivery.

LAMBERT BROS.

Auctioneers.

Hong Kong, 12th May, 1927.

X PUBLISHED ANNUALLY. THE X

LONDON DIRECTORY

with Provincial and Foreign Sections and

Trade Headings in Five Languages,

enables traders to communicate direct

with

MANUFACTURERS & DEALERS

in London and in the Provincial Towns

and Industrial Centres of the United

Kingdom and Ireland, the Continent

of Europe, Africa, America, Asia,

Australia, etc. The names, addresses

and other details are classified under

more than 3,000 trade headings,

including

EXPORT MERCHANTS

with detailed particulars of the Goods

shipped and the Colonial and Foreign

Markets supplied.

One-inch BUSINESS CARDS of Firms

desiring to extend their connections, or

Trade Carriage of

DEALERS SEEKING AGENCIES

can be printed at a cost of £1. 10s. 0d.

for each trade heading under which they

are inserted. Larger advertisements at

£10 per page.

The directory is invaluable to everyone

interested in overseas commerce, and

a copy will be sent by parcel post for

£2, net cash with order.

THE LONDON DIRECTORY CO., LTD.

25, Abchurch Lane, London, E.C. 4,

England.

X BUSINESS ESTABLISHED IN 1881. X

MARTIN'S PILLS

APOL

STEELE

For the relief of all ailments of the

bowels. Every lady should keep

one in the house. The name, address

and other details are classified under

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DODWELL & COMPANY, LTD.

FOR BOSTON AND NEW YORK Via SUEZ.
S.S. "CORBY CASTLE" Sails on or about 19th June.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0.
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.
M.V. "ROMOLO" Sails on or about 26th May.
M.V. "VIMINALE" Sails on or about 23rd June.
M.V. "REMO" Sails on or about 21st July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
S.S. "VENEZIA" Sails on or about 9th June.
M.V. "ROMOLO" Sails on or about 23rd June.
M.V. "VIMINALE" Sails on or about 26th July.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta 3rd June.
S.S. "UMVOLOSI" Sails from Calcutta 30th June.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

* SIBERIA MARU (calls Keelung) Sunday, 15th May, at 10 a.m.
TAIYO MARU Tuesday, 31st May, at Noon.
TENYO MARU Monday, 13th June.

* Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.

KASHIMA MARU Saturday, 21st May, at 11 a.m.
HAKONE MARU Saturday, 4th June, at 11 a.m.
SUWA MARU Saturday, 18th June.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU (calls Zamboanga) Wednesday, 25th May, at 11 a.m.
TANGO MARU Wednesday, 22nd June.

BOMBAY via SINGAPORE & COLOMBO.

MURORAN MARU Saturday, 28th May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

BOKUYO MARU Wednesday, 8th June, at Noon.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Saturday, 28th May.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU Sunday, 15th May.

ATAGO MARU Thursday, 26th May.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DAKAR MARU (calls Saigon) Monday, 16th May.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

YAMAGATA MARU Saturday, 21st May.

MOJI MARU Monday, 30th May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Saturday, 21st May.

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU Monday, 16th May.

MITO MARU (calls Moji) Thursday, 19th May.

CEYLON MARU (Moji direct) Thursday, 19th May.

LYONS MARU Monday, 30th May.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)



LIGNES COMMERCIALES (Cargo Boats).

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK-
s/s "MIN" 16th June.

s.s. "LT. ST. LOUBERT BIE" due to arrive from DUNKIRK,
LONDON, HAVRE about the 22nd May.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ATHOSIL	A	10th May	24th May
PARISIAN	A	8th Apr.	7th May
ANGERS	B	22nd Apr.	21st May
PORTER	A	6th May	19th May
SPHINX	A	20th May	18th May
PAUL LEUAT	A	3rd June	6th July

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class, 1st Class, £95. 0s. 0d. B Class, 1st Class, £85. 0s. 0d.
Steamers, 2nd, £70. 0s. 0d. Steamers, 2nd, £61. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodations reserved in the Trains at Marseilles.

(Sailings subject to alteration without notice).

For full particulars, apply to:-

Cie. des MESSAGERIES MARITIMES.

Telephone: Central 740.

CONSIGNATION-TRANSIT-REPRESENTATION.

SHIPPING SECTION.

STIRRING SCENES.

MORE TROOPS LEAVE FOR CHINA.

Drafts from the 1st Bn. Scots Guards marched from Wellington Barracks to Waterloo Station on April 6 on their way to reinforce the 2nd Bn. Scots Guards, which left Aldershot for China in mail week. The 2nd Battalion has been brought up to Colonial garrison strength by cross-posting with the 1st Battalion. Crowds of cheering men and women lined the route. As the troops passed across Westminster Bridge people stood on the tops of trams and omnibuses waving their hats and cheering.

Stirring scenes were witnessed at Southampton on April 11, when the 2nd Battalion of the Scots Guards, the 2nd Battalion of the Welch Regiment, and two companies of the 1st Battalion of the Northamptonshire Regiment, with auxiliary units and small drafts of the Middlesex Regiment and the Green Howards, left for the Far East. Their departure in the transports "City of Marseilles" and "Dorchester" was witnessed by Lieutenant-General Sir Walter Campbell, Quarter-Master-General to the Forces, Major-General A. A. McHardy, Director of Movements and Quartermaster, General Sir Alexander Godley, Commander-in-Chief, Southern Command, Major-General G. Freeth, General in Charge of Administration, Southern Command, Coy. W. Dugan, Assistant Adjutant-General, Southern Command. Officers and men of the 1st Guards Battalion, with wives and families of the voyaging troops, came from London by special train. Lord Methuen, Honorary Colonel of the regiment, also witnessed the sailing of the Battalion, and just before the "City of Marseilles" left three cheers for the veteran Field Marshal were given with great heartiness.

Two companies of the Northants and the Queen's left Southampton by the "Nevasa" on April 13. No. 2 Squadron of the Royal Air Force was to leave Manston for Southampton on April 20, and will sail on the steamship "Neuralia" from Southampton on the same date. On April 22 from Liverpool, two batteries of the Royal Field Artillery will sail in the "City of Poon." While the transport "Nevasa," with 1,000 troops was berthing at Southampton, on April 6, a squall caught her broadside and pushed her on to another transport, the "City of Marseilles." One of the "Nevasa's" starboard lifeboats was sunk, another had a large hole in it, and another was slightly damaged. Some of the "Nevasa's" plates were dented. A lifeboat was torn from the derricks on the starboard side of the "City of Marseilles," and several feet of railings were ripped and buckled. No one was injured.

A change dates from April 9 in the command of H.M.S. "Wishart," which for the past three months has been on special duty at Hankow, and in which Lieutenant-Commander Stephen Barry has completed the usual two years. Lieutenant-Commander T. G. Glennie, who succeeds him, has recently commanded the destroyer "Westminster," in the Atlantic Fleet, and was formerly on the staff at Dartmouth College.

SHANGHAI DISTRICT.

BUOYS IN THE TUNGCHOW CHANNEL.

Notice is given that on May 11, 1927, owing to the continual deterioration of the eastern entrance to the Tungchow Channel, the buoyage was to be readjusted as follows:- Edge Buoy will be moved 1.5 cables S. 16deg. W., and its colour changed from red to black, to mark the western side of the channel. From the new position of the buoy, Plover Point Beacon bears S. 16deg. W., distant 2.90 miles. An additional buoy, painted black, to be known as Plover Point Buoy, will be placed to mark the western side of the channel, in a position from which Plover Point Beacon bears S. 27deg. W., distant 2.38 miles.

All bearings given are magnetic. Chart affected: Marine Department Chart No. 3. Blue prints are obtainable at the Coast Inspector's Office.

CRUISER PROGRAMME.

Revised dates for the completion of the first five cruisers of the replacement programme, begun in 1924 under the Labour Ministry, show that the "Cumberland," at Messrs. Vickers, should be ready in June, and the "Berwick," at the Fairfield Company, in July. The three dockyard ships will be a little later, the "Cornwall," at Devonport, in September; the "Suffolk," at Portsmouth, in October; and the "Kent," at Chatham, not until about January 28. All are to go to the China Station to replace older ships.

Dartmouth College. It is announced by the Admiralty that Mr. E. W. E. Kempson, M.C., B.A., A.M.I.C.E., has been appointed Headmaster of the Royal Naval College, Dartmouth, in succession to Dr. Cyril Ashford. Mr. Kempson joined the Royal Naval College, Greenwich, in January, 1904, obtained his commission as Naval Instructor in the June of that year, and afterwards served in China and the Home Fleet.

At Sheerness Dockyard on April 12 Captain F. C. Fisher concluded his period of service as Captain-Superintendent. Captain Fisher was promoted in June, 1917, and a month later was appointed Flag-Colesworthy, Capt. O. de Wet, R.N., Admiral Sir Frederick Tudor, Commander-in-Chief in China.

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ARMS FOR CHINA.

GERMAN SHIPOWNERS' EMBARGO.

The Association of German Ship-owners and the German East-Asiatic Society, which includes most German firms trading with the Far East, have decided not to undertake or execute any deliveries of arms to Chinese ports.

This decision has been reached in consequence of allegations from Communist and other sources that German arms were reaching the combatants in China. Herr Stresemann has already stated in the Reichstag that no such transactions have been carried out to the knowledge of the Government. An explanation offered as to the origin of the allegations is that quantities of German arms had to be surrendered to neighbouring states under the Peace Treaties, and that some of these supplies may have been sold by the foreign States to dealers, and exported to China.

The resolution of the Hamburg organisation is intended, and is apparently regarded as necessary, to prevent such consignments even from passing through German ports or being carried in German ships, as Germany is particularly sensitive in the matter of neutrality in the Chinese conflicts. On the whole, comment here, says the "Times" correspondent at Berlin, has been less anti-British for some time, and there has been a tendency, sometimes in unexpected quarters, to appreciate British difficulties in the Far East and their importance to the rest of the Western world. Nevertheless decisions to dispatch more troops are promptly criticised, advice not to depart from the policy of conciliation illustrated by the Hankow Agreement is repeatedly offered, and the publication of messages from the new-born "Chinese news agency" at Canton, minimising the extent of anti-foreign disturbances, is not always confined to the Communist and Socialist Press.

WEATHER REPORTS.

From 1st June, 1927, the repetitions of weather reports and storm warnings now made by the Royal Observatory W/T Station (G.O.W.) will be made by Cape D'Agular (V.P.S.) on a 2,800 metre L.C.W. 0,600 G.M.T., and on a 2,000 metre L.C.M. at 1,800 G.M.T. It is requested that ships not fitted for 800 metre transmission will pass their weather reports, on 500 metres, through a ship fitted for transmission on 800 metres.

BODIES WASHED ASHORE.

Twelve bodies of male Chinese who were drowned as the result of the "Leung Kwong" disaster were washed ashore at North Capsumun yesterday. They were removed to the Kowloon mortuary.

Passengers arriving at Hong Kong by the P. & O. s.s. "Kushmir," which left London on April 7 included Mr. J. J. Brown, Mr. R. J. Ballantyne, R.N., Lieut. P. J. Burgess, Mr. J. Cameron, Mr. C. J. Colesworth, Capt. O. de Wet, R.N., Mr. E. J. Eason, Mr. L. Faulkner, Mr. W. J. Geall, Capt. E. L. Grieve, R.N., Mr. L. E. Harris, R. J. Nunn, Mr. and Mrs. M. S. Ross, Mrs. E. P. Lane, Mr. J. Lamont, Mr. R. Meldrum, Mr. P. Mullins, Mr. E. B. Nunn, Mr. and Mrs. M. S. Ross, Mr. Streatfield, Pte. Thorne, Lieut. G. G. Thyne, Capt. H. J. Temperley, Gray, R.N., Mr. G. M. D. Wolf, Comdr. W. H. Whittle, R.N.

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EMPERESS OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPERESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPERESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13

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SANTOS MARU Friday, 10th June.

BOMBAY—Via Singapore and Colombo.

CELEBES MARU (calling at Penang) Friday, 20th May.

BORNEO MARU Friday, 3rd June.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.

CHICAGO MARU Tuesday, 31st May.

CALCUTTA—Via Singapore and Rangoon.

TACOMA MARU Friday, 27th May.

BANGKOK—Via Saigon.

KOBE MARU Tuesday, 24th May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.

ARABIA MARU (From Shanghai) Wednesday, 18th May.

HAIPHONG—Via HOIHOW & PAIKHOI.

TAIKWA MARU Tuesday, 24th May.

NEW YORK—Via Japan ports, San Francisco and Panama.

TIENTSIN & TSINGTAU

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KEELUNG Via SWATOW & AMOY.

KAJO MARU Sunday, 15th May, 11 a.m.

HOZAN MARU Sunday, 22nd May, 11 a.m.

TAKAO Via SWATOW & AMOY.

KOTSU MARU Thursday, 19th May.

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HONG KONG	Departure	... Tuesday	April 26	6 p.m.
SANDAKAN	Arrival	... Monday	May 2	6 a.m.
	Departure	... Tuesday	May 3	8 a.m.
JAMBONGAN	Arrival	... Tuesday	May 3	Noon
	Departure	... Wednesday	May 4	5 a.m.
LAHAD DATU	Arrival	... Thursday	May 5	8 a.m.
	Departure	... Friday	May 6	5 a.m.
SEMPORNA	Arrival	... Friday	May 6	8 a.m.
	Departure	... Saturday	May 7	Noon
TAWAU	Arrival	... Saturday	May 7	6 p.m.
	Departure	... Sunday	May 8	5 a.m.
SANDAKAN	Arrival	... Monday	May 9	6 a.m.
	Departure	... Wednesday	May 11	4 a.m.
JESSELTON	Arrival	... Thursday	May 12	6 a.m.
	Departure	... Thursday	May 12	4 p.m.
HONG KONG	Arrival	... Tuesday	May 17	Noon

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MOIRA	10,953	28th May	Marseilles & London
KASHMIR	8,985	11th June	Marseilles & London
RIHVA	9,135	20th June	Marseilles & London
MANTUA	10,946	25th June	Marseilles, London & Antwerp
KALYAN	9,144	28th June	Marseilles & London
MACEDONIA	11,120	23rd July	Marseilles & London
KASHGAR	9,005	6th Aug.	Marseilles, London & Antwerp

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MIRZAPORE	6,716	17th May	Shanghai, Moji & Kobe
MANTUA	10,946	27th May	Shanghai, Moji & Kobe
ST. ALBANS	4,500	7th June	Moji, Kobe, Osaka and Yokohama
KALYAN	9,144	10th June	Shanghai, Moji & Kobe
MACEDONIA	11,120	24th June	Shanghai, Moji, Kobe & Yokohama
NOVARA	6,989	29th June	Shanghai, Moji, Kobe & Yokohama

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HISTORIC EVENT.

PILGRIMAGE TO ST. JOHN'S ISLAND.

MGR. WALSH'S CONSECRATION.

On the 21st of this month, the "Kinsman" will leave Hong Kong with pilgrims to the island of St. John, more commonly known as Saneian or St. John's island.

The Superior of the Maryknoll Missionaries, is to be consecrated bishop on the 22nd, and he has chosen this spot for his consecration owing to its associations with St. Francis Xavier who died there in 1652.

Xavier, at a time when a rigid law barred China to all foreigners, determined to try and enter. He reached Saneian in 1552 but he contracted fever on the island and where he died.

In 1639 a tombstone was erected in his honour. In 1700 a Chapel was built by Mgr. Turcott. This was later reduced to ruins, but the stone of 1639 is now in the centre of the new Chapel, which was erected in 1870 by Mgr. Guillemin, the first Prefect Apostolic of the two provinces of Anawtung and Kwangsi.

Mgr. Walsh has made a very happy choice in selecting Saneian. It is now ten years since there has been a pilgrimage to Saneian. Those who took part in the memorable pilgrimage from Hong Kong in 1917 will doubtless be keen on making a second visit.

The consecrating Prelates will be Bishop Fourquet of Canton, Bishop Nunes of Macao and Bishop Valtorta of Hong Kong.

Those wishing to join the pilgrimage can arrange details with Bishop Valtorta at the R.C. Cathedral or with any Catholic Priest or Tel. K. 551.

PIRATE BOOTY?

FORTY PIGS IN POLICE COURT CHARGE.

The case relating to the 40 pigs which were said to have formed part of the booty of a junk piracy was proceeded with before Mr. W. Schofield at the Kowloon Magistracy yesterday, when five of the eight accused were discharged on account of insufficient evidence.

According to Mr. A. E. Hall, for the prosecution, the crew of the junk in front of the pirated one heard gun firing, and saw the boat being captured, but in evidence none of the witnesses concerned substantiated this statement.

Mr. Hin Shing-lo, for the defence laid stress on this point and also pointed out the difference in the dates of the alleged piracy. One witness deposed that it occurred on April 19 while another held that it was April 20.

Mr. Lo also held that evidence of identification of the pigs was not conclusive as at most the various witnesses were able to recognise only two or three of the animals. The onus of proof of guilty knowledge, Mr. Lo contended, lay with the prosecution.

Mr. Schofield decided to discharge the last five accused although Mr. Hall argued that they were equally liable because they were members of the crew of the junk on which the pigs were transferred after the piracy. The other three accused were remanded for a week.

ADMIRAL FREMANTLE.

In 1857 Admiral Sir Edmund Fremantle, then a lieutenant, sailed to the Cocos Keeling Islands in his man-of-war, the "Juno," and formally annexed them to the British Empire in the name of her Majesty Queen Victoria.

Admiral Fremantle, who will be 91 years old in June, was present in Chelsea Town Hall at the annual meeting of the local branch of the Navy League on April 7 when this incident was recalled and cheered to the echo by a large audience.

The story was told by Sir Ernest Birch, the distinguished Colonial administrator, who was born in 1857.

When Lieut. Fremantle reached his flag lieutenant to the senior officer of three Russian ships lying close to the "Juno" with the following message: "At midday I shall hoist the White Ensign, and you will salute it." Promptly at midday the Ensign was broken. It was immediately greeted with a salute from each of the Russian ships. Lieutenant Fremantle then proclaimed the annexation to a handful of Scotsmen who occupied the islands. He also left a letter to the same effect addressed to the first officer, who should be deputed by the Government of India to take charge. In 1858 I was sent to the islands in charge, Sir Ernest added, and the letter was duly delivered to me.

The aged Admiral, who still retains much of his youthful vigour, smiled broadly as Sir Ernest Birch told the reminiscence. He turned towards the audience to acknowledge their applause with a wave of the hand. Immediately afterwards he stood to sing lustily with them "Land of Hope and Glory."

TWO MORE.

SHIPS OF A BYGONE AGE.

FATED FOR THE SCRAP HEAP.

The number of big sailing ships in the world is steadily decreasing, and each obituary causes fresh sorrow among enthusiasts on the old ships. Shipping interests in Liverpool will well remember Messrs. S. Wakeham and Son's fleet of iron barques which used to run to the South American coast, and will be sorry to hear that one of the ships that has just gone is the old "Talea," which was built for them in 1889 by Messrs. R. and J. Evans on the Mersey, says a Liverpool paper. She and six of her consorts were all roughly contemporary and of about the same size, 1,100-ton barques. That was before the German competition had made itself felt so severely on the west coast, and they were just good, honest ships without anything very particular about them, either as regards speed or equipment. She ran regularly and with very fair luck until 1908, when she was sold to the Norwegians and renamed "Dagney." She made many visits to the west coast of Africa, but she was employed all over the Seven Seas, and during the war was kept running regularly between the United States, Rio, and the River Plate, a trade on which she earned big dividends. In 1921 she was laid up for rather more than two years, but was recommissioned again, and contrived to get good charters, visiting Liverpool in August, 1924, with a cargo from Arandel. At the end of last year she arrived at Garston from Shearwater, and was there sold to British shipbreakers, an interesting commentary when one considers how we were constantly being beaten by the Continental scrappers only a year ago. The other ship which is finding her way to the shipbreakers' yard is older but less interesting, for the "Aalea" was built as the German barque "Spica" by Ulrich, of Vegesack, in 1876. She was quite a smart little ship in her way, with a gross tonnage of rather less than 550, and ran under the German flag until 1898, when she was sold to the Norwegians. She continued in the tramp business, but changed hands in 1916—when another Norwegian firm bought her, and kept her in the Western Atlantic all through the submarine war, running her on much the same routes as followed by the old "Talea." She came to the Tyne in 1920, but she has not been a frequent visitor to British waters. In 1922 she was again transferred in Norway and renamed "Aalea," after which her visits were rather more frequent, although she spent most of her time between the Central American States and France. In her case she is to be broken up by the Italians, who are attempting to clear a last cargo from Havre. It remains to be seen whether the recent proposal in Finland will give these old wind-jammers a haven under that flag, or whether the scrappers' yard is the only port for which they can now hope to clear.

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL"

Entertainments.

May 14—Queen's Theatre; Buster Keaton in "Seven Chances"; Raffles, the Man of Mystery.

May 14—Star Theatre; "Soul Mates."

May 14—World Theatre; "Two Many Kisses."

May 14—Tea Dance, Cafe Restaurant Parisien, 430 p.m. Dinner Dance, 8 p.m.

May 14—Occult Demonstration by Prof. Harry Plesier at Lee Theatre, East Point, 9.15 p.m.

May 14—Farewell Concert by St. Stephen's Girls' College Students, in the Great Hall of the College, 8 p.m.

May 14—Opening performance of Isako's European Circus.

May 17—Star Theatre; The Wilbur Players in their latest comedies and dramas.

May 14—Eighteenth Tournament of the H.K. Boxing Assn., Theatre Royal, 9.15 p.m.

May 18—Postponed Exhibition Tennis Match in aid of M.C.L., 4 p.m.

May 24—Meeting of Fanling Hunt Steeplechases.

May 18—Auction of household furniture by Messrs. Lammert Bros., at 23, Humphreys Bldg., Kowloon, 2.45 p.m.

May 16—Meeting of Members of the Hong Kong General Chamber of Commerce, City Hall, 4 p.m.

May 17—Forty-sixth annual meeting of the Canton Insurance Co., Messrs. Jardine Matheson's offices, noon.

May 20—Fifty-fourth meeting of Union Insurance Society of Canton, Union Bldg., 11 a.m.

May 20—Fifty-eighth meeting of the China Fire Insurance Co., Ltd., Union Bldg., 11.20 a.m.

May 15—Social Gathering, St. John's Cathedral Hall, after evening song.

May 16—Moonlight picnic of St. Peter's Young Men's Club.

May 17—Last Debate of St. Peter's Young Men's Club, at Club House, 8.30 p.m.

June 2—King's Birthday Parade, Happy Valley, 9 a.m.

PIRATED BY DINGHY.

JUNK'S CREW NAILED BELOW HATCH.

Arriving in harbour at 7.15 a.m., yesterday, the master of a fishing boat has reported a piracy to the police. At 1 p.m. on the previous day the boat was anchored in Chungshan harbour near Saiwan when a dinghy came alongside. She had on board two men, one armed with a revolver and the other with a chopper. They went on board the fishing boat and drove the master and his family into the hold, nailing down the hatch cover. The pirates then sailed the boat to Hakang, Lantau Island where they took ashore money, clothing and jewellery worth \$166. An hour later the boat people managed to force open the hatch and sailed their boat back to Hong Kong.

An enjoyable time, in spite of the close weather, was spent at St. John's Cathedral Hall last night on the occasion of a dance organised by St. Peter's Young Men's Club. Many young couples danced to the music of the "Titania" band and the evening was voted a great success, thanks being expressed to Mr. Geo. Zimmermann, the energetic Hon. Secretary, whose efforts on behalf of the Club in many social activities have met with so much success. It is announced that a moonlight bathing picnic on Monday is the next item in the summer season's programme, and on Tuesday a debate will take place at the Club House on the motion "That Modern Fashions in Dress" are better than those of our "Grandparents," the motion being led by Mr. Wm. Howard, seconded by Mr. R. S. Jennings and the opposition by the Rev. W. R. Cannell, M.A., seconded by Mr. E. R. Price.

CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship "DARTAGNAN" BRINGING CARGO from Marseilles, &c. also Cargo from Nantes, La Pallice ex s.s. "Formigny" cargo from Bordeaux ex s.s. "Ville de Verdun" &c.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO., LTD., KOWLOON, whence delivery may be obtained immediately after landing. All claims must be sent in to me on or before THURSDAY, the 19th instant, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on MONDAY, the 16th instant.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,

Agent.
Hong Kong, 10th May, 1927.

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SHANGHAI, KOBE & YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT CLEVELAND.....Tuesday, May 24th

PRESIDENT PIERCE.....Tuesday, June 7th

PRESIDENT TAFT.....Tuesday, June 21st

PRESIDENT JEFFERSON.....Tuesday, July 5th

PRESIDENT GRANT.....Tuesday, July 19th

Thereafter Fortnightly Sailings on Tuesdays.

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May 24	San Francisco	Majestic	June 25	C'brg-S'mptn July 1
June 1	Seattle	Leviathan	July 2	C'brg-S'mptn July 8
June 7	San Francisco	Olympic	July 9	C'brg-S'mptn July 15
June 15	Seattle	Geo. Washington	July 13	P'uth-Ch'ing July 21
June 21	San Francisco	Homeric	July 23	C'brg-S'mptn July 29
June 28	Seattle	Leviathan	Aug. 1	P'uth-Ch'ing Aug. 7
July 5	San Francisco	Majestic	Aug. 6	C'brg-S'mptn Aug. 12
July 13	Seattle	Boregaria	Aug. 10	C'brg-S'mptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'uth-Ch'ing Aug. 26
July 27	Seattle	Aquidnan	Aug. 24	C'brg-S'mptn Aug. 30
Aug. 3	San Francisco	Majestic	Sept. 3	C'brg-S'mptn Sept. 9

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE & YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT LINCOLN Wedne day, May 18th 9 a.m.

PRESIDENT MADISON Wednesday, June 1st.

PRESIDENT JACKSON Wednesday, June 15th.

PRESIDENT MCKINLEY Wednesday, June 29th.

PRESIDENT LINCOLN Wednesday, July 13th.

Thereafter Fortnightly Sailings on Wednesday.

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PRESIDENT MONROE Tuesday, June 7th 8.00 a.m.

PRESIDENT WILSON Tuesday, June 21st 6.00 a.m.

PRESIDENT VAN BUREN Tuesday, July 5th 8.00 a.m.

PRESIDENT POLK Tuesday, Aug. 2nd 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT CLEVELAND May 16th 6.00 p.m.

PRESIDENT HARRISON May 24th 6.00 a.m.

PRESIDENT MADISON May 24th 6.00 a.m.

PRESIDENT PIERCE May 30th 6.00 p.m.

PRESIDENT MONROE June 7th 8.00 a.m.

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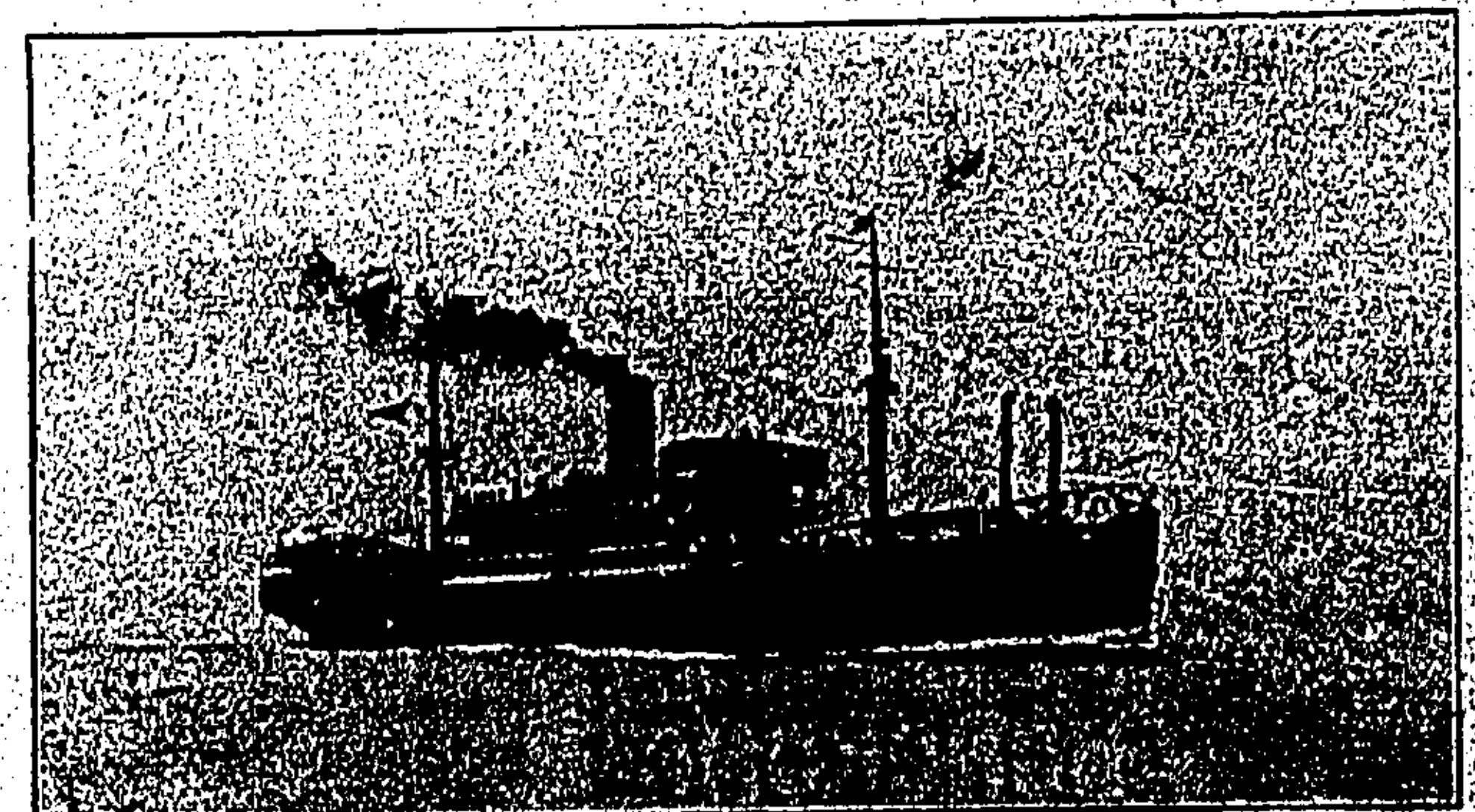
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Melek Ambre Gold	50's \$2.25
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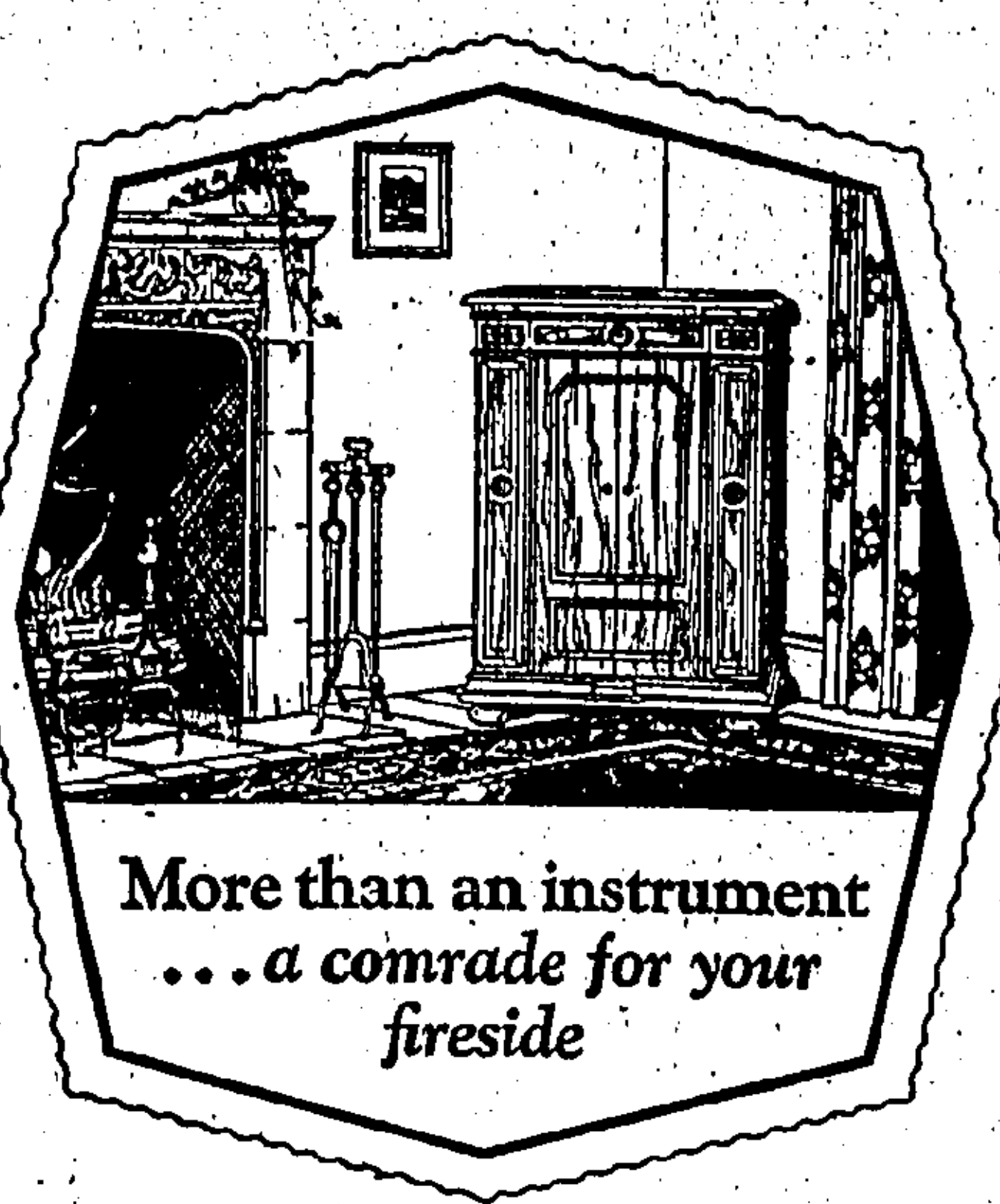
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DEATHS.

MACKAY.—On April 4, at Eltham,
Sara Thomson, wife of Joseph
Mackay, late of Bangkok.

RODGER.—On May 8, at Kira,
Argyllshire, Mary, the beloved
wife of Alexander Rodger, late
of The China Sugar Refining
Co., Ltd.

Hong Kong, Saturday, May 14, 1927.

SATURDAY CAUSERIE.

Inured as people are in Hong Kong to hearing about the loss of life, through the toll of war in China and the barbarities of bandits and pirates, few could have read, without shuddering, the accounts of the tragic collision in Capsuimun Pass on Monday night. Particularly distressing was the fate of some seventy to eighty passengers on board the ill-fated "Leung Kwong" who were drowned like rats in a trap, prevented by the locked grilles from battling with the waves for life and being picked up by the steamers which were quickly on the scene. These grilles represent a vexed question. The Government, on the one hand, holds that they are a useful anti-piratical measure, and the shipping owners on the other, claim that they conflict with Board of Trade regulations. The owners claim further that the grilles have not proved of any material assistance in that pirates have not found them an insurmountable obstacle. It is tragically ironic that only last month the following passage regarding grilles appeared in the report of the "Sunning" Piracy Commission:—"The risks in-

volved by grilles may easily be exaggerated, for it is hardly conceivable that all the grille doors should be suddenly and simultaneously jammed or deserted and so become unopenable; moreover lifeboats are commonly swung out and partially lowered before passengers are embarked."

Whilst the arguments of the "Sunning" Piracy Commissioners may be perfectly sound in regard to collisions where those responsible have time to superintend the unlocking of the grilles and the making of comprehensive arrangements for taking to the boats, they appear to have overlooked the possibilities which were so tragically fulfilled in the case of the "Leung Kwong" of a collision being so severe that minutes only may elapse between the time of the collision and the sinking of the ship. Critics of the Anti-Piracy Regulations have in the past lost considerable sympathy by merely attacking them on the grounds that pirates have frequently occurred since their introduction—an argument which is obviously unfair in that equally formidable figures might be compiled of pirates averted by them. But the hands of the critics in so far as the enforcing of grilles is concerned will have been con-

siderably strengthened by the appalling calamity which has demonstrated in so tragic a manner the need for radical reform of a system under which passengers may be deprived of the slightest chance of escape in the event of a sudden and calamitous collision. The Board of Trade regulations provide that "proper provision must be made for access of passengers to the embarkation deck and for controlling and marshalling them in the lifeboats in the shortest possible time." It is, therefore, somewhat surprising that the grille system has been allowed to exist for so long without protest having been lodged by the Board at this apparent infringement and the matter, whether or not it comes within the scope of the Harbour authorities, should receive the fullest consideration at the Inquiry which it is proposed to hold.

WHERE HONG KONG AND SINGAPORE CADETS WILL STUDY CANTONESE.



The old-fashioned Chinese gateway leading to the new school of the Hong Kong and Singapore Governments to quarter cadets in Cantonese. Further details about the building are given on page seven of this issue.

might well feel inclined to direct the attention of Comdr. Kenworthy and Col. Wedgwood to the example of France, which so far from seeking to impose fresh burdens on those in China who are suffering more anxiety than any other class of nationals, has published a decree providing a sum of 2,000,000 francs for the relief of its nationals in China.

LAST RITES.

FUNERAL OF MR. MARTIN
YESTERDAY.

"LEUNG KWONG" OFFICER.

The funeral took place at Happy Valley yesterday of Mr. Frederick Elliot Armstrong Martin, Chief Officer of the ill-fated "Leung Kwong," whose body was recovered late on Thursday night near the scene of the collision in Capsuimun Pass.

Mr. Martin, who first came to the East as a member of the ship's company of H.M.S. "Waterwitch" in 1906, took his discharge whilst in Hong Kong and was engaged in shore employment (with the Hong Kong Hotel, the Hong Kong Electric Company and Ming Yuen Gardens) before returning to sea and qualifying for a mate's ticket.

He was with the s.s. "On Lee" when she was pirated and, once more returning to shore, was engaged with the Hong Kong Tug and Lighters. He joined the "Leung Kwong" about two months ago.

Mr. Martin was a well known member of the waterfront personnel and will be much missed by a large circle of friends. He leaves a widow and a son, the latter being at St. Joseph's College.

The Rev. G. T. Waldegrave officiated at the funeral yesterday, the chief mourners being Master L. A. Martin, son, and Miss B. Gandall, sister-in-law. Those who followed the cortege included Messrs. E. Manning, A. W. Hill, T. Williams, J. Yeo, H. Watt, R. C. Wilson and W. Spanton.

Wreaths were sent by widow and son, Mrs. L. A. Sutton and Miss B. Gandall (sister-in-law), Mrs. Gobbin, Rev. Waldegrave, Messrs. R. C. Wilson, A. W. Hills, T. Williams, E. J. Manning, Mr. and Mrs. Spanton, Ah Chan, Yam Sin and other Chinese friends; Eastern Scotia Lodge, Naval and Military Chapter and office and staff of the Missions to Seamen.

Petty Officer Best.

The funeral took place at Happy Valley yesterday of Supply Petty Officer George Best, of H.M.S. "Mantis," who succumbed following an operation on board the hospital ship "Mantis" yesterday morning.

The funeral was carried out with full military honours, the coffin on a gun carriage, being drawn by men of the "Titanic" with a firing party under an officer from H.M.S. "Verity," the cortege being made up of ratings from the fleet under the command of a Lieut.-Comdr. from H.M.S. "Titanic."

The Rev. G. Hewitt, Chaplain to the Forces, conducted the funeral service and wreaths were sent from the Accountancy Staff of H.M.S. "Tamar," "Tamar II" and the Naval Yard Police.

LANE, CRAWFORD'S.

BRIGHTER TRADE PROSPECTS
AHEAD.

TO-DAY'S MEETING.

Optimism for the future was expressed at to-day's meeting of Lane, Crawford Ltd., presided over by Mr. A. S. D. Cousland. The change over to the new premises was the subject of reference, the Chairman stating that they were well adapted to the Company's business and with a return to normal conditions, the Directors were confident that the benefit of the move would be apparent and the extra rental incurred would be easily carried. Although a loss had been incurred for the year, figures for the present year were already reflecting a considerable improvement in trade.

The Chairman's Speech.

The Secretary having read the notice convening the meeting, the Chairman said: "Gentlemen, the report and accounts have been in your hands for the prescribed period, and I will therefore, with your permission, take them as read. The balance at debit of profit and loss account after making due allowance for depreciation, bad and doubtful debts and deducting the credit balance brought forward from last year, viz. \$2,494.38 amounts to \$63,430.64, which it is proposed to carry forward to a new account. The loss for the year is occasioned wholly by the fact that the company was unable to do the turnover which it has done in previous years. In normal times a considerable amount of business is done with Coast Ports and residents in the interior of China. Owing to the extremely unsettled state of China for some time past and the consequent withdrawal of foreigners from out stations this branch of the Company's business has received a severe setback.

Bad trade generally in Hong Kong has again affected adversely the volume of business done. Conditions such as have been prevalent in the Colony since the boycott started in June 1925, reduced the spending power both of commercial firms and private individuals more and more as time passed. This has been mainly evident during the period covered by the accounts before you.

Trade, however, now shows an improvement, and I am pleased to be able to inform you that our figures for the present year are already reflecting this. In the meantime every economy is being exercised by the management in administering the business.

Property, plant, fixtures and fittings, utensils, launches, etc., have been fully depreciated as the Accounts will show. Stocks have been estimated at cost price and depreciated wherever necessary. Investment shows a larger discrepancy this year between book value and market quotation but the nature of his investment assures an appreciable rise in market quotation when conditions again become normal.

The New Premises.

During the year the Company moved into its new Premises in Exchange Building and His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., was kind enough to officially open the new store on August 17, 1925.

This move was planned and arranged before the boycott started in 1925. The new premises are well adapted to the company's business and with a return to normal conditions your Directors are confident that the benefit of the move will be apparent and the extra rental incurred will be easily carried. The cafe in its new quarters has proved very popular with the public, so much that it has recently been necessary to extend the accommodation of this department. This has been done without involving the Company in any increase of rent.

The company is comprised of grocery, provision, wine and spirit, confectionery, restaurant, bakery and cakes, ladies' outfitting, boots and shoes, trunk and bag, jewellery, hardware, crockery and glass, ship chandlery, furnishing, sports and toys and motor car departments and the wide range of merchandise offered to the public by these departments, as well as the high quality upheld, combined with reasonable prices are bound to react favourably immediately conditions improve.

I now beg to formally propose that the report and accounts of the company for the financial year ending February 28, 1927 (including the recommendation of the directors as therein indicated) as presented, be adopted, and I shall be obliged if some shareholder will kindly second such proposal whereupon questions as to the report and accounts may be raised.

The King's Birthday Parade will take place this year on Friday, June 3, at Happy Valley. It is expected that the hour chosen will be 9 a.m., but further details will be announced later. The parade this year should have exceptional interest owing to the presence of a full brigade of troops, including the Scots Guards, in addition to the ordinary garrison and Volunteers. A spectacular military display of the kind that British regiments can carry through to perfection may be expected.

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TERMS VERY MODERATE
Consultation, F.M.C., S.S.C.

NOTABLE RECORD.

The Optical House of, Lazarus.

PIONEER ENTERPRISE.

Few firms can boast of such a long association with business in the Far East as can the optical house of Lazarus. Over forty years ago, the present businesses were established throughout the East, and have remained as great landmarks of pioneer enterprise. It is with pride that this firm both in Hong Kong and Shanghai announces themselves as "the oldest optical house." The traditions of this British concern have been maintained and the standard of service rendered has always been of the highest character. Within the past few years, the most modern equipment and machinery has been installed bringing the house right up to date and favourably comparing with any of the great optical establishments in London, New York, or in fact, any city in the world. Strangers of the East are often concerned as to how they will obtain the same eye-glass service that they have been used to. The "China Mail" interviewed Mr. Ralph A. Cooper, the popular Manager of the Hong Kong branch, regarding this.

"Suppose I broke my lenses, how long would it take to replace them?"

Mr. Cooper replied: "We can, in an emergency, supply the most complicated lens within 24 hours. If we are very much pressed for time, we have not the slightest hesitation in opening in the evening—in fact we were open several evenings last month for this same reason."

"There are not many business houses in Hong Kong who can say that their business necessitates working over time."

"Quite true, but our business has remained normal in spite of recent troubles."

Our representative asked Mr. Cooper if it were possible to duplicate a lens without the prescription and was shown a surprising instrument which accurately analyzed any lens.

An interesting fact about the firm is that the proprietor, Mr. Henry Tobias, who is a fellow of the British Optical Association, and a Freeman of the City of London, is related to Mr. Lionel Lawrence, probably one of the greatest optical authorities in the world and the principal of the London School of Optics, so that it may be said that "optics" run in the family. Mr. Tobias, who was Home last year, seized the opportunity for further study and passed successfully the most difficult examination for opticians that is set in London.

Talking of qualifications, the firm only employs managers who are thoroughly qualified opticians. The present manager of the Hong Kong branch is a Registered Optometrist, having passed the examination set by the Canadian Government, in this science, as well as two other examinations by optical colleges. Mr. Cooper attended the University of Manitoba until early in 1916, at which time he joined the service. He resumed and completed his studies upon his return in 1919, and has now had approximately eight years' experience in the various branches of optics. The former manager in this Colony, Mr. R. V. Meyer, who is now in the Shanghai office, is an Australian, so that the Empire is well represented in the house of Lazarus. Mr. Meyer holds the certificate of the British Optical Association and is also a Freeman of the City of London.

The "China Mail's" representative went in to see the workshop, and there found a veritable hive of industry. The process of grinding, polishing, and edging lenses was explained to him and although he had to confess that such terms as "cylinders," "axes," "base in prism," and "minus six base curves" left him somewhat mystified, he could see that here was an up-to-date shop that would favourably compare with any at home.

Another interesting point that Mr. Cooper told the "China Mail" man is that in the strike and boycott of 1925 he lost only one workman, in spite of many threatening "dare to die" letters that were sent to the staff. The courteous treatment that our representative received at the hands of the staff spoke well for the "esprit de corps" that exists between manager and workmen. Our representative wended his way back to the newspaper office feeling that it had been a very profitable half hour, and that, in future, a pair of eye glasses would have more than ordinary interest for him.

—SCRIBE.

POCKET PICKED.

A carpenter living at the Tong Kwong Boarding House, Connaught Road Central, was the victim of a pickpocket yesterday afternoon. At 4.30 p.m., he was standing on the wharf in front of the Harbour Office when one of the light fingered brigade took from his right jacket pocket \$200 in notes and two Hong Kong and Shanghai Bank drafts worth \$600. The drafts were subsequently recovered by the police and one man was arrested.

ATTEMPT AT SUICIDE.

A 17-year old Chinese girl living at No. 11 Graham Street, first floor, attempted to commit suicide yesterday afternoon by jumping into the harbour from the Yaumatei ferry wharf. She was rescued and taken to the hospital.

CANTON BUILDING.

Hong Kong & Singapore Enterprise.

TEACHING CADETS CANTONESE.

The "China Mail" is privileged to-day to publish photographs of the \$100,000 building erected by the Hong Kong and Singapore Governments for quartering cadets learning Cantonese. Work on the building was commenced in 1924 but was interrupted during the troublous times. However, operations were resumed last year and the building has now been completed. The contractor was Chung Ah Chung, of Canton, who has to his credit also the Customs House and several other large buildings in Canton, the British Consulate, and the residences of the British Consul-General and the British Vice-Consul in the Shamen.

The site of the building erected for the Hong Kong and Singapore Governments is very historic. Formerly used by the Tartar General for his headquarters and his harem, it was occupied by the British about 1860 as a military hospital and later by the British Consuls before the occupation of the Shamen. On the gates to-day are two figures of medieval Chinese warriors.

Reference to the site is to be found in John Henry Gray's "Walks in the City of Canton" in which the author says:—"On withdrawing from the Flower Pagoda, or 'Flower Pagoda,' and the Luk-Yung-Tze, or 'Monastery of the Six Banyan Trees,' we entered the Tai-Ying-Kwok-Ling-Sze-Foo, or British Consular Yamen. The yamen in question forms a portion of the official residence of the Tartar General. This official residence was erected during the reign of Kanchi, who, as eighth sovereign of the great Tsing dynasty, began to reign A.D. 1662, and died after a reign of sixty-one years. It was first of all occupied by a son-in-law of the emperor in question, who, for the purpose of entirely subjugating the province of Kwampun, and placing it under Tartar rule, was constrained to visit this, the most southern portion of the vast dominions of his royal father-in-law. Attached to the British Consular Yamen is a small part which, by lofty and wide spreading banyan trees, is well shaded. In this well wooded enclosure, a few deer are kept. These, being regarded by the Chinese as auspicious animals, are, as a rule, kept in small numbers, within the grounds which are attached to each large yamen. It is also, more or less, customary, on account of the same reasons, for private gentlemen to have one or two deer in their respective gardens. During the occupation of the city of Canton by the allied armies of Great Britain and France, the Tartar General's Yamen was the residence of the allied commissioners.

Portions of it, also, were converted into barracks for the accommodation of British and French troops. That portion of the yamen which is now in ruins, and which was destroyed by fire on the twenty-fifth day of December, A.D. 1859, was, when intact, employed by the British as a hospital. It might, indeed, have been well said, in the language of one of our own poets, that to its four walls and many rafters, "Silent bats in drowsy clusters cling."

For, in short, with such creatures, it was literally swarming. Bats, being regarded by the Chinese as animals of good omen, are, in consequence, by them, never destroyed. Thus, as a matter of course, the bats, which had made their nests in that portion of the building of which, as we have already intimated, very little more than the name now remains—not having been disturbed for many years—had increased, and multiplied to such a degree, as to render it no longer habitable on the part of man. At the command, however, of the allied commissioners, these creatures were forthwith destroyed and the abode of which, for a very long period of time, they had been the sole and undisturbed possessors, was converted into a hospital for sick members of the British contingent. When the officials, and citizens of Canton heard of this wholesale destruction of the bats, on the part of the foreign invaders, they were horrified at an act so sacrilegious. And when subsequently the building was destroyed by fire, they, one and all, attributed the disaster to the previous merciless destruction on the part of the British of such a vast number of sacred, or auspicious creatures. In this hospital, several British soldiers died. The remains of not less than thirty of them (it being dangerous at that time, in consequence of the enemy, to go beyond the walls of the city), were buried in the small park, or enclosure, to which we have already referred. Of French soldiers, also, not less than twenty were buried in this same park.

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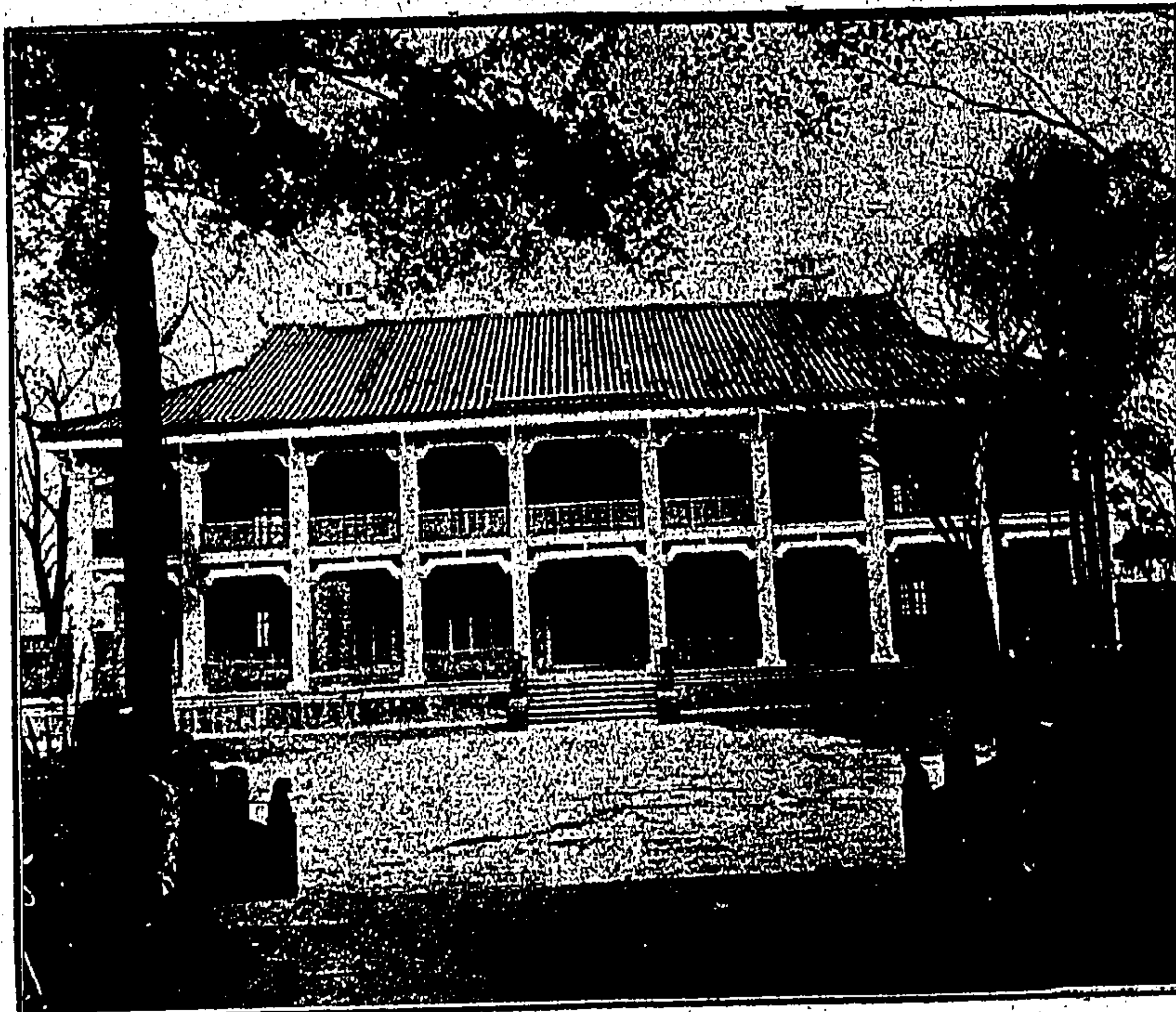
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For, in short, with such creatures, it was literally swarming.

TAXICAB IN FLAMES.

According to a report made to the police, a taxicab caught fire outside the Kun Toy Hotel, Nathan Road, yesterday, and was burned out. It burst into flames immediately after a load of passengers had alighted. The driver managed to jump clear.

HONG KONG AND SINGAPORE GOVERNMENTS' BUILDING IN CANTON.

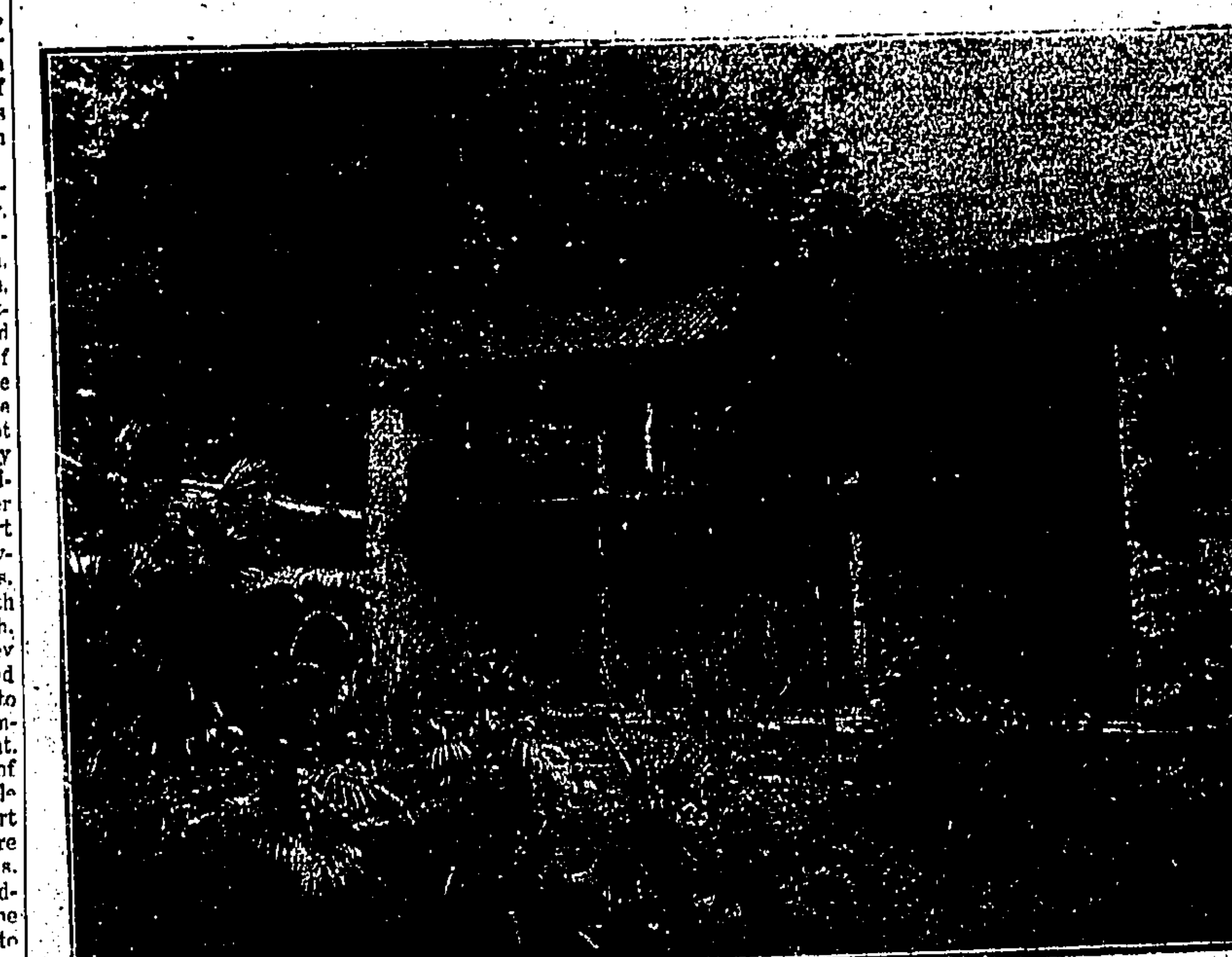


Erected by the Hong Kong and Singapore Governments, at a cost of \$100,000, a building has been completed in Canton for cadets learning Cantonese.

The Two Star Block situated near the Flower Pagoda, is semi-Chinese in style. It contains eight flats of two rooms each with modern European sanitary arrangements. Comp. rooms on the lower front verandah is the Taishan (B's Hill) stone which is greatly venerated by the Chinese.



An old gate leading to deer park. It is many hundreds of years old.



The old building used by the cadets. This is not so old as the ruins in the present grounds of the building burnt down about 1868 when it was used as a British Hospital.

ARMED ROBBERY.

KOWLOON POLICE MAKE 3 ARRESTS.

Armed robbers raided the ground floor of No. 97, Kowloon City last night and stole some property worth \$33.50. First one man came to the place to buy some mineral water, then suddenly he drew a revolver and said he had come to search for opium. This was the signal for four other men to rush in. They drove all the inmates into the kitchen and while

the man with the revolver kept watch the others spent half an hour ransacking the premises. An alarm was raised as soon as the men left and police gave chase and caught three of them. Property worth \$20.50 was recovered.

Thieves entered No. 21 Possession Street, yesterday, and got away with property worth \$108. Later, detectives arrested two men with some of the stolen goods, worth \$48.70, in their possession.

NEW RECORD.

OVER 103,300 VACCINATIONS REPORTED.

Up to Thursday it is reported that the number of free vaccinations performed by the Chinese members of St. John Ambulance Corps was over 103,300.

This is a new record in the history of vaccinations in the Colony, and ought to exercise a great moral effect on public health.

COLUMBIA NEW PROCESS RECORDS

TRIX SISTERS.

3914 Ukulele Lullaby.
I Care For Him.

3915 I'm Sitting On Top Of The World.
I'm Knee Deep In Daisies.

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NATURAL DRY SHERRY.

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Tobacco Pouches,	Cigarette Cases
Pipe Cleaners,	and Cabinets,
Cigar and	Cigar-cutters,
Cigarette Holders,	lighters,
Tobacco Jars,	Cigarette-papers,
etc., etc.,	Match-holders,
	etc.

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Invigorating and Stimulating

An ideal Beverage for Rheumatic Invalids.

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Milk Stout

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ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

FOR MEN! FOR WOMEN!

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Do you suffer from Nervous Affections and General Debility?
Do you wish to restore yourself to Rejuvenation?

Ask for "SATYRIN" the remedy prescribed
by Professor Steinoch of Vienna.

Hong Kong Agent:—A. C. K. CO.,
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Hong Kong.

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Percival Street, Happy Valley.
(Ten minutes by tram from Hong Kong Hotel).

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OCCULT SCIENCE as have been given
in all the leading Cities of the World.



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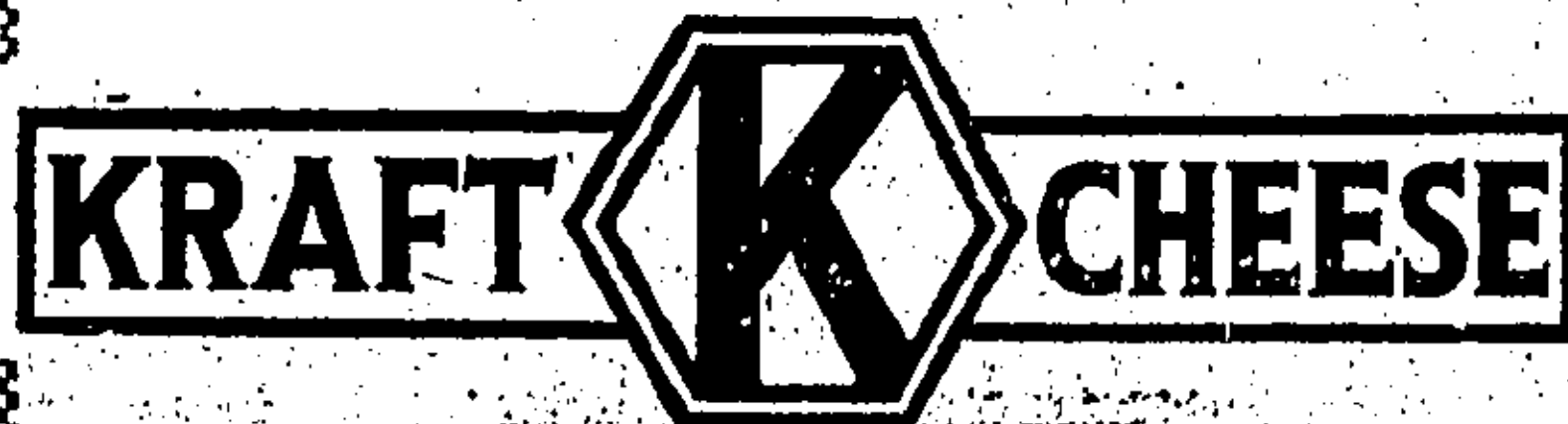
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Sailors & Soldiers in uniform, 60 cts. and 30 cts.
at the Theatre only.

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LOCAL AND GENERAL NEWS.

Four cases of enteric fever, all Chinese, were reported to the Medical Department on Thursday.

Two Chinese sailors were killed and one wounded with a Browning pistol in a fight between partisans of the Northern Chinese and the Cantonese in a Chinese boarding-house at Antwerp, on March 24.

Excitement was caused among those residing in the vicinity of the gasworks on Thibet Road, Shanghai, when a long column of smoke was seen issuing from the tar reservoir. The Fire Brigade subdued the blaze.

Referring in appreciative terms to the offer made by the Maharajah of Kashmir of personal service and the use of the resources of the State of Kashmir in China, Lord Irwin, the Viceroy, said he believed it was a bitter disappointment to the Maharajah that the situation did not necessitate acceptance of the generous offer, but should occasion arise he relied on His Highness to give practical expression to the traditional loyalty of his house.

It is noted by a writer in the "Daily Sketch" that the only Chinese standard in Britain was one taken by a subaltern of the Border Regiment in the first China War of 1840-42, and is now hanging over the war memorial of the regiment in Kendal Church. This regiment has been in every war and trouble in China, and history again repeats itself, for both battalions are now in Shanghai, wearing the "Dragon of China" on their buttons and caps, as a compliment to their services in that country.

The No. 2 (Army Co-operation) Squadron Royal Air Force is under orders for China to join the Shanghai Defence. No. 2 Squadron has Bristol Fighter machines, and is commanded by Squadron Leader W. Sowrey. It is the first R.A.F. Squadron to be ordered to China, all the machines now there being attached to the Fleet Air Arm. An Army Co-operation Squadron is composed of twelve machines in three flights. Its duties normally consist in message-carrying, photography, and reconnaissance.

Lord Rothschild has deposited at the Zoo a hybrid crane, the offspring of an East Siberian common crane and the Japanese crane, familiar in art.

The Shanghai cricket season opened in perfect weather conditions at the S.C.C. with a match between eleven captained respectively by Dr. O'Hara and Mr. Allison. Dr. O'Hara's team won easily by a score of 183 to 57.

Another ten bodies in the vicinity of the wreck of the s.s. "Leung Kwong" have been recovered by the Water Police, among them being those of two children of about two years of age. They are now awaiting identification at the Kowloon Mortuary.

Messrs. Puttick and Simpson sold on April 11 old Chinese pottery and porcelain, the property of Lieutenant-Colonel W. B. Molony. A large Chinese pottery figure of a chestnut horse with white mane and tail, etc., and a figure of an attendant Tang fetched 150 guineas.

The 2nd Welsh Regiment is expected to-morrow in the Derbyshire, and they go to the Peninsula Hotel. On the same ship is the 56th Field Co. R.E.'s. They go to Shanghai. The 10th Field Ambulance, arriving with the Scots Guards will take up quarters at King's College.

On searching a deserted sampan at Causeway Bay, Revenue Officers discovered 1,200 taels of Amoy opium on board. Apparently the principals had been warned beforehand, with the result that no arrests were effected. The opium and sampan have been seized by the Imports and Exports Department.

Nearly 100 lb. of heroin have been found by the Paris police skilfully hidden in the backs of large mirrors consigned to Shanghai and other ports in China. It was found that a manufacturer of chemical productions, who had already been in trouble in connection with the drug traffic, was in charge of the shipments. When the police made a raid on April 10 they found the heroin distributed in the backs of no fewer than twelve cases of mirrors.

When a Chinese boarding-house keeper was fined £10 at Liverpool Quarter Sessions on April 5 for keeping a gaming-house, it was stated that the police climbed a ladder to a window and saw 25 Chinese gambling.

Mr. Victor Brown, foreign warden of the Fanmakers' Company, at the annual dinner of the Company on March 31 read the following telegram received from Dr. Marsh, senior physician at Shanghai, and physician to the Consulate: "We can all feel secure because of our barricades, our troops, and our battleships."

The last batch of British infantry left in Iraq, the 2nd Battalion of the King's (Liverpool) Regiment, arrived at Southampton on April 12 in the "Neuralia." The battalion, under the command of Lieut.-Col. L. R. Schuster, D.S.O., has been on foreign and Colonial service for 19 years. It sailed for India in 1908, and has served in Egypt, India, and Hong Kong.

Eight Chinese members of the crew of the Ocean Steamship Co.'s steamer "Eurydis" were found guilty at the East Ham Police Court, on April 7, of being concerned in stealing and receiving quantities of woollen and silk goods, valued about £500, part of the cargo of the vessel. Cargo had been broached in three of the holds. The magistrate sent each to jail for one month and said he would recommend all for deportation.

An interesting coincidence, noted by the "China Express and Telegraph," in connection with the Peking raid, is the fact that M. Oudendijk, the Dutch Minister, who as Doyen of the Diplomatic Corps, gave the permission to Chang's police to enter the Legation quarter, was the neutral Minister in charge of British interests in Russia in 1918, after the murder of Captain Cromie and the arrest of Mr. Lockhart. In that capacity M. Oudendijk went to interview the Bolshevik Commissar for Foreign Affairs in order to demand the return of poor Cromie's body. He was received by M. Karakhan with a loaded revolver lying ostentatiously on the table. M. Oudendijk, who is married to an Englishwoman, received a K.C.M.G. for his services on that occasion.

SOCIAL AND PERSONAL NEWS.

The late Mr. Percy George Temple, M.R.C.S., L.R.C.P., of Teluk Anson, Federated Malay States, left £11,255 (net personalty £11,035).

Lord Charles Cavendish, the Duke of Devonshire's son, has left Baring's Bank, which he joined recently, and intends, it is said, to go to Peking.

Mr. Alexander Helenes Hood Begg, of Ardmore, Singapore, who died on December 4, left property at Home of the gross value of £25,636, with net personalty £25,611. He left the residue of the property in trust for his wife for life and then £100 a year to Kate Wright if in the service of his wife.

The engagement is announced between Paymaster-Lieutenant-Commander F. J. Lloyd, Royal Navy, late of H.M.S. "Victory," Florence Mainwaring, daughter of Mr. and Mrs. Hoyland, of Parkin House, Penistone, Yorkshire. Lieutenant-Commander Lloyd has recently been appointed to H.M.S. "Bee," flagship of the Yangtze Flotilla.

Miss Mary Hay, the New York musical comedy star, who obtained a divorce from Mr. Richard Barthelmess, the film star, six weeks ago, has married Mr. Vivian Bath, aged 21, an Englishman, who is in a rubber business at Singapore. The ceremony was performed at Greenwich, Connecticut, and the couple left on April 11 for Los Angeles on the way to Singapore.

Woman has broken down the barrier that kept her out of certain seats in the principal theatres of France, the government subsidized Comedie-Francaise. Edouard Herriot, minister of public instruction in France, has given her a seat in the "parterre" or back rows of the orchestra floor, the seats where the French theatre goers figure he gets the most for his money. Tradition, dating from the days when the parterre was considered the roughest part of the theatre, barred women from seats there. Formerly spectators brought their lunch and wine to the parterre and expressed their opinions freely, regardless of their neighbours.

The friends of Mr. G. P. Lammert will regret to learn that he is ill in hospital, where it is expected he will undergo an operation to-day.

The engagement is announced between Benjamin Gerald Bradley, Malayan Civil Service, and Julia Phoebe, daughter of Mr. and Mrs. J. B. Newman, of Elstree, Herts.

The Rev. G. R. Lindsay, who recently retired from the post of Vicar of St. Andrew's Kowloon, has been appointed by the Trustees of the vicarage of St. Saviour, Everton, Liverpool. Mr. Lindsay filled two curacies in Liverpool before going to China.

Viscount Inchcape, Viscount Bearsted and Mr. F. G. Penny, M.P., were guests of Mr. Samuel Samuel at his annual Budget dinner to bankers and merchants of the City of London in the Strangers' dining-room of the House of Commons on April 11, to meet the Prime Minister, the Chancellor of the Exchequer, and Members of Parliament.

Lord and Lady Esher's younger daughter, the Ranees of Sarawak, is home once more from Borneo, where she has been engaged upon a new play and a novel. She has written for years as Sylvia Brett, her maiden name. The Rajah and Ranees' London house, 62, Portland Place, contains a lot of native furniture from Sarawak, and one or two rooms are replicas of rooms in their Eastern home.

Among the passengers leaving for Home by the s.s. "Nellie" to-day were Mr. and Mrs. G. W. Keaton (Mr. Keaton has been Professor of Political Science at the Hong Kong University), Mr. J. Walker, Mr. S. Logan, Mr. A. Hutchins, Mr. G. Aubrey, Mr. L. D. and Mr. R. McEwan, Mr. and Mrs. S. Moor, Mr. M. Murphy, Mr. J. Walker, Lieut.-Colonel G. H. F. Oakes, Lt.-Colonel and Mrs. R. H. Pearson, Colonel and Mrs. V. J. H. Sankey.

Lord Rothschild, who has elks and emus and kangaroos and buffaloes wandering about his park, hopes to add to them a pair of the almost uncatchable ten-foot lizards found in the Dutch East Indies.

As from April 8, Commander B. P. MacMahon has been appointed for duty with the commodore-in-charge at Hong Kong. He has recently been serving under the Director of Naval Intelligence.

Capt. Spreckly, R.N., commander of H.M.S. "Frobisher" on the China Station, has just become engaged to Miss Joanna Allen, the daughter of Major and Mrs. C. P. Allen. Her brother happens to be a brother officer of Capt. Spreckly, on the same ship.

Lord Bearsted has become a tenant resident in Carlton Gardens by the purchase of No. 1. He is himself the ground landlord of Berkeley Square, bought by his father some years ago at about four million pounds. No. 1, Carlton Gardens, a Crown leasehold, belonged once to the late Lord Northcliffe and subsequently to Sir Walter Gibbons.

The 2nd Battalion of the Scots Guards, en route to China, has a popular collection of subalterns, among them Lord Ramsay, son and heir of Lord Dalhousie; Mr. Frank Usher, who, at Chipping Norton some weeks ago, won the Brigade of Guards Race; Mr. Archie Crabbe, one of the tallest men in the Guards; Mr. William Lindsay, son of Lord Lindsay's brother and heir; and Mr. A. V. Campbell-Douglas, who stroked the Oxford boat a few years ago. The list includes the two brothers, Mr. James and Mr. Andrew Drummond-Moray, sons of the Hon. Mrs. Drummond-Moray, of Abercromby. At least one of the four O.C.s going out to Shanghai in the new brigade has seen service in China before. Lieut.-Col. Stuart, the 1st Northamptonshire, served with the 1st Chinese Regiment at Wei-hai-wei for two years.

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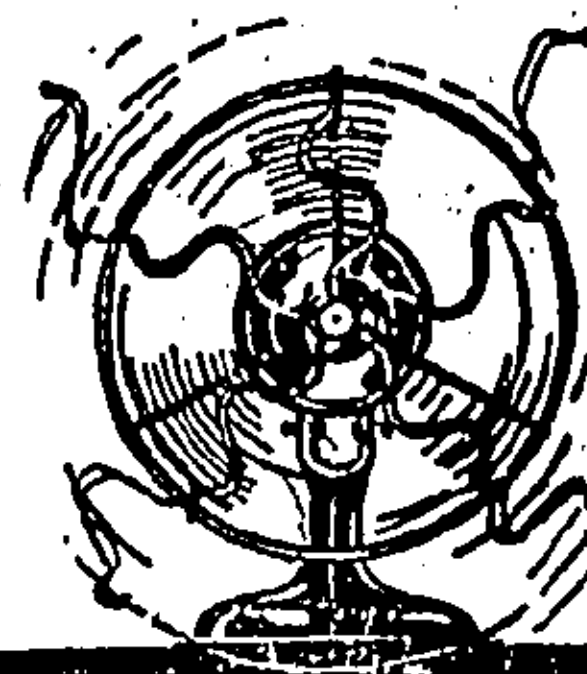
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fresh in the hottest weather.

The Electric Fan keeps out
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provides a healthful circulation
of air without draught.

Invaluable on close and
humid summer days to
keep food fresh, and rooms
comfortable for work or
rest.



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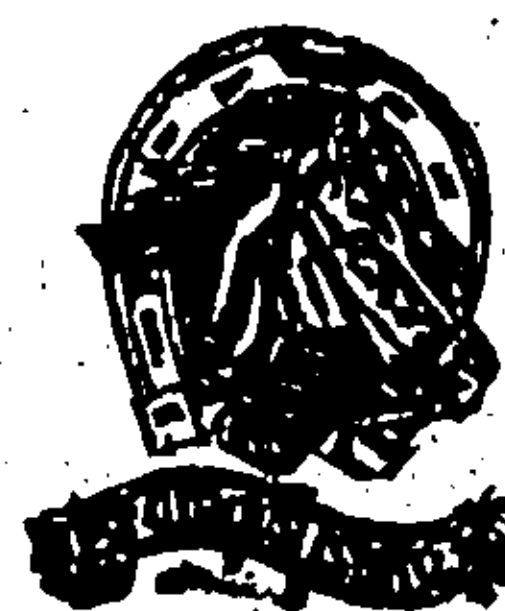
Best machine made bricks
Highest tests and uniform qualities.
For Economy, Quality, Beauty, Durability and
Satisfaction unsurpassed.

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A STALWART. LIVERPOOL AND LONDON AND GLOBE.

In this company we have one of the stalwarts of British insurance offices. It transacts business in all parts of the world, and has earned a good name for British insurance wherever it has been established. The company transacts all classes of insurances, and naturally the motor insurance side of the business has not been neglected by so substantial an office. The company follows very closely the world-wide development of the motor vehicle, and so it should be noted that today it is transacting motor insurance in no fewer than thirty-five countries. In this office the insurance against contingencies which may arise in connection with the ownership of motor vehicles are adequately covered under policies which have been drawn up to truly protect the motorist, the premium rates charged being the same as those of most other stable offices.

It should be observed that the Liverpool and London and Globe, in common with other leading insurance companies, granted protection to owners of motor cars during the late strike against riot and civil commotion risks whether the cars were engaged in emergency work or not, and thus it furthered the efforts of those who were engaged in national service.

The premium income in the accident department amounted to \$4,754,231 in 1926, as against \$4,226,211 in the previous year, and in these figures it will be noted that this company receives a tremendous measure of public support and an obvious manifestation of public trust.

This is as things should be, for the company studies the insurance needs of its policy holders both in the terms of its policies and in the just and equitable manner in which it settles claims when they arise.

It may be added that the Company, for which Messrs. Dodwell & Co., Ltd., are the local agents, was founded in 1836 as the Liverpool Fire and Insurance Company. It is represented in 75 Colonial or foreign countries, and policies and contracts are issued in 12 different languages. The premium income exceeds £10,000,000 and the assets exceed £23,500,000.

Caledonian Insurance Co. Messrs. Dodwell & Co. are also agents for the Caledonian Insurance Company, "the oldest Scottish insurance office," having been founded in 1805. The premium income exceeds £2,000,000 and the assets exceed £7,000,000. The Company is incorporated by special Act of Parliament. The head office is in Edinburgh.

Pearl Assurance Co., Ltd. The Pearl Assurance Co., Ltd., for which Messrs. Dodwell & Co., are also agents here, was founded in 1864, the head office being in London. The premium income exceeds £12,000,000 and the assets exceed £43,000,000.

PROUD POSITION.

MOTOR UNION INSURANCE COMPANY.

The Motor Union Insurance Company, Ltd., was founded in 1906 under the auspices of the Royal Automobile Club and Motor Union, and with policies offering the best of cover it soon made its presence known in the insurance world, and rapidly increased in size until to-day when it occupies the proud position of being one of the largest motor insurance companies in the country. Under the company's private motor policies, in addition to covering the owner against every possible risk, the policy gives the right of appeal to a committee on any difference arising between the policy holder and the company. There is also a special fund which is at the disposal of the Automobile Association to provide for any genuine case of loss which is not covered by the policy. Again, with its wonderful organisation

FOUNDED IN 1782.

PHOENIX ASSURANCE COMPANY.

The report of the Phoenix Assurance Co., Ltd., for which Messrs. Gibb, Livingstone & Co., Ltd., are general agents for Hong Kong and South China, for 1926 is not yet to hand from Home—the annual meeting is usually held toward the end of April—but the following is extracted from the Chairman's speech at last year's meeting:—

The income in the fire department amounts to £3,143,408, and the loss ratio of 51.4 per cent., although slightly higher than that of 1924, is by no means unsatisfactory.

Expenses and commission account for 48 per cent. of the premiums. The reduction of 1½ per cent. in our expense ratio is an encouraging factor.

In the marine department we record a net premium income of £533,534; first year losses represent 34 per cent., an improvement of some 2½ per cent. upon the similar disbursement in 1924, but although better to that extent, the ratio of first-year losses is not as low as we should like to see it. Our marine fund, at £631,888, represents 128 per cent. of the year's income.

The three separate sections of the accident department are dealt with individually in the report, and separate accounts are submitted.

Looked at as a whole, the total incomes amount to £3,959,585. From them the transfer to profit and loss is some £33,000, by no means an excessive profit in a business of this volume.

Interest, dividends and rents produced £554,786, and against that we paid away dividends and interest on debentures totalling £546,913. Profits from the revenue accounts total £401,383. The general reserve has been added to, to the extent of half a million, and a reserve for dividends payable in 1926 has been set up.

The general reserve stands at £2,500,000, and the Directors have created an additional reserve of £1,000,000 and a contingency reserve of £617,272. These, in conjunction with the full departmental reserves, constitute a position of financial stability of the highest standard, and enable the Directors to feel that even in the most adverse conditions there can be complete faith in the strength of this old company and in its ability to meet the buffetings of fortune without materially affecting the steady progress and value of the property.

To-day the policy holders of the Phoenix are still acting together for their common good, and the great Company which enables them to do this provides the most complete security and the utmost efficiency of service. Its importance and its financial strength are indicated by the figures contained in its annual report. Its assets exceed £31,000,000 and its annual premium income is nearly £9,000,000. This total sum which it has paid in claims is approximately £200,000,000. These figures, together with the fact that its surplus assets are very large in proportion to its premium income, place the Phoenix in the very front rank of the great Insurance Companies of the world.

the company is in the position to have engineers in all parts of the country, who are able to deal with technical matters relating to the car and to advise car owners on such matters. All classes of insurances are transacted, and agents who wish to represent an office which gives such wide facilities for placing their risks in one concern can rest assured that in the Motor Union their clients' as well as their own interests will be fully safeguarded. The company has been foremost in devising motor traders' policies, which cover most of the risks to which the trader who has large fleets of cars under his care is subject. The funds of the company are large, and give ample protection, and its net premium income in 1925 amounted to nearly £2,000,000.

GREAT PROGRESS.

CHINA UNDERWRITERS INSURANCE CO.

Incorporated in Hong Kong three years ago, the China Underwriters Insurance Co., Ltd., in spite of adverse conditions in China, have built up a sound business in this short time their net premium income in the various Departments amounting during 1926 to:—

Life \$293,172
Fire 85,771
Accident 5,947
Marine 145,164

It is interesting to note that the organisation already covers the greater part of the East and Far East. Agencies having been established for the active transaction of business in Ceylon, Burma, Straits, F.M.S., Java and throughout China and we understand that they are contemplating expansion to other parts of the East as opportunity arises.

As will be seen the Life Department constitutes the largest side of the business and life policies were in force at the end of 1926 producing annual premiums of over \$330,000, a creditable result when it is remembered that this side of their business was only commenced in August, 1924, that is not 2½ years before the date of their account. This satisfactory progress has been due to the policy of changing moderate ratio of premium giving generous and up-to-date conditions and an expert knowledge of the special insurance requirements of the residents of the various countries in which they are operating. To Hong Kong policy holders the advantages of a local Head Office where an efficient staff is available to deal without delay with all questions relating to their policies is obvious. The head office is situated in St. George's Building.

32½ % DIVIDEND.

GENERAL ACCIDENT, LIFE, AND FIRE CO.

Messrs. James Backhouse, Limited, the local agents of the General Accident, Fire, and Life Assurance Corporation, Limited, has been recently advised that the Directors have resolved to recommend the payment of the following dividends, subject to incoming dividends, subject to income tax: a final dividend of 2½ per cent. (making five per cent. for the year) on the Preference shares, and a final dividend of 17½ per cent. on the Ordinary shares (making 32½ per cent. for the year).

In the General Manager's "message" in the current quarterly review issued by the Corporation it is stated that the life department was outstandingly successful last year. The new business completed was £1,400,000 or £409,000 more than the combined business for the two companies for the previous year.

The "General" has the high honour of holding the Royal Warrant by appointment. The assets exceed £10,000 and the claims paid total the large sum of £30,000,000 since the concern was established in 1885. The growth of the company has been achieved by the hearty and sympathetic co-operation of every one, from the youngest office apprentice of the Chairman of Directors. The General Manager says: "It has been my privilege and happiness to share in that, and my retrospect of these 40 years is a very happy one. I still hope to be spared to see the sphere of the 'General' extended to the mutual advantage of our policy holders and shareholders." The policy of the "General" is never to stand still, and a large increase in new business is looked for in 1927.

Our sporting readers will be interested to learn that the Company have recently effected insurances of famous race horses for large sums—Solario, Manna, Warden of the Marches, and many others. It may be remembered that the owner of Solario refused no less than £100,000 for his horse.

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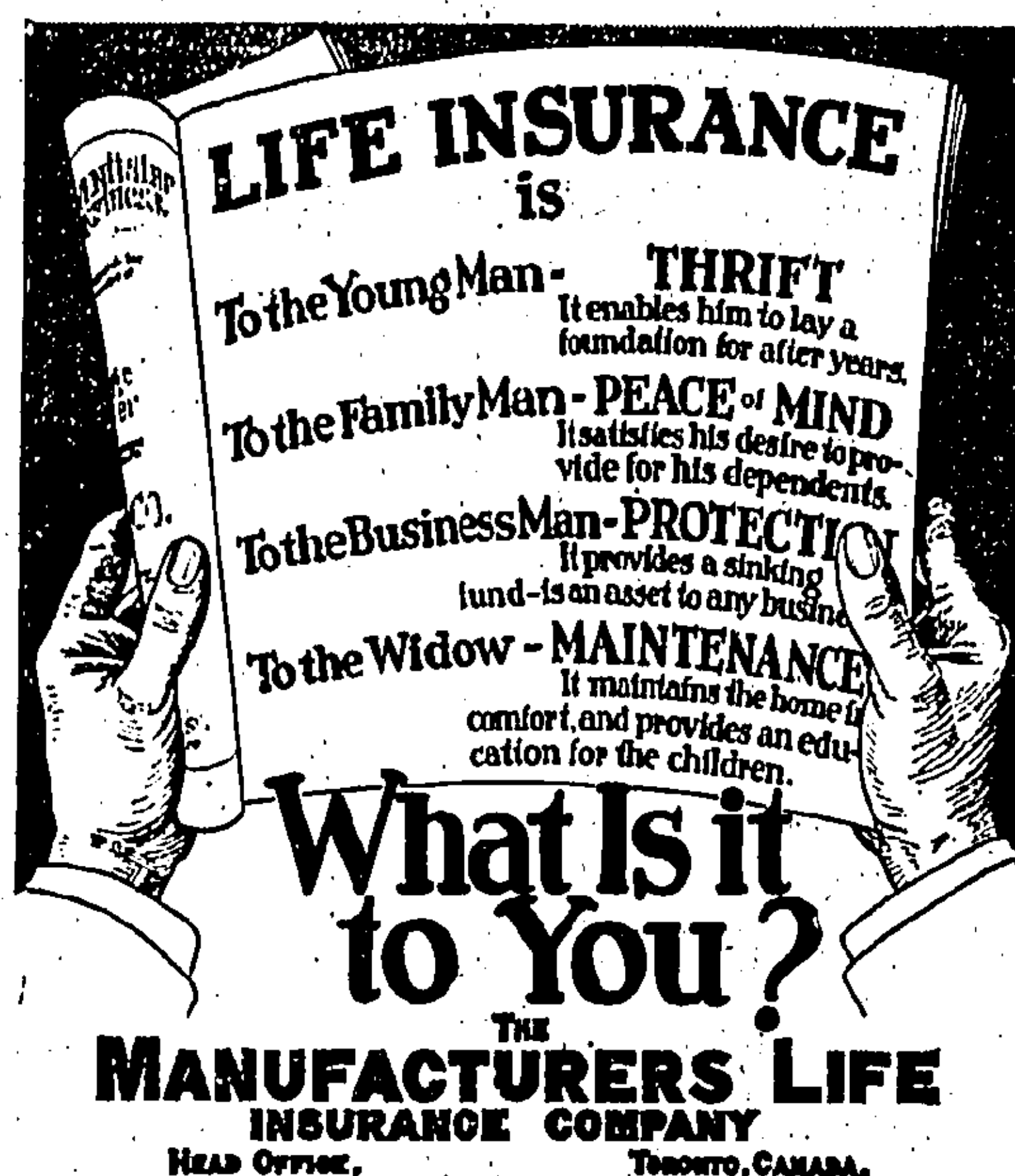
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ARNHOLD & CO., LTD.

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Tel. C. 1500.

NEW RECORDS.

MANUFACTURERS' LIFE INSURANCE.

The Right Honourable Sir John A. Macdonald, the Father of Confederation and Canada's First Premier, became President of the Manufacturers' Life Insurance Company upon the formation of the Company and continued in that office until death in 1891. Though he and the nationally known group of men who established the Company have passed to their reward, the commanding position of the Manufacturers' Life is eloquent testimony to their foresight and enterprise.

The Company of Sir John's choice, like the Country that he loved so well, is strong, virile and progressive. For forty years this Institution has written an ever-increasing volume of business because it has always given the insurer the best in life insurance contracts. Standing four square on the principles of sound life insurance, its wonderful growth is in keeping with the marvellous expansion of the Dominion of Canada.

To-day, the Manufacturers Life transacts business in 32 countries and renders an international service to its vast army of policy holders.

The fortieth annual report of the Company, as submitted to policy holders and shareholders at the annual meeting recently, indicates a year of marked expansion.

Another record in new assurances was established. The new business for 1926 amounted to \$70,630,396, bringing the insurance in force at December 31, 1926, to \$361,166,647.

The assets of the Company increased by seven and three-quarter million dollars, and at the end of December reached the large sum of \$87,643,709. Of this amount nearly thirty-two million dollars is invested in Government, Government Guaranteed and Municipal Bonds. First mortgages on improved real estate companies amount to nearly thirteen million dollars.

The payments to policy holders also constituted a record. Death claims amounted to \$2,159,421; matured policies, annuities, etc., \$2,720,951, and dividends to policy holders \$1,327,787. Payments to policy holders totalled almost twice the sum paid beneficiaries under death claims. In

addition to the above, the Company set aside \$1,638,081 as dividends to policy holders to be paid during 1927.

Surplus earnings in 1926 were very satisfactory and have made possible a further increase in the scale of dividends payable to policy holders.

Each holder of a participating policy on which all premiums due have been paid is a member of the Company, and entitled to attend all General Meetings of the Company, and in the election of policy holder directors, every such policy holder shall have one vote for every \$1,000 (\$200) of insurance held by him on which all premiums have been paid, and a holder of a participating policy for the sum of \$4,000 (\$800) or over, upon which all premiums, including the premiums for the last three years, have been paid, is eligible to be elected a Director of the Company. At least one-third of the Board of Directors must consist of participating policy holders, and such Directors are elected exclusively by the policy holders. From this it will be seen that the Company must be managed in such a way as to give entire satisfaction to the policy holders.

The Company has shown substantial growth during every year of its existence. As an evidence of the regard in which it is held, we quote the following official recommendation:

The Superintendent of Insurance for the Dominion of Canada in commenting on The Manufacturers' Life recently said, "The Manufacturers' Life Insurance Company is one of the larger Canadian companies, strong, well established and prosperous."

In order to appreciate fully the magnitude of the Company, it would be well to obtain a copy of the Annual Report or the booklet, "Facts," containing the latest official returns.

Government Audit and Report.

The Legislation regulating Life Insurance in Canada, is probably more strict, and the Government Supervision more thorough, than in any other country in the world. The Insurance Act of Canada compels the Company to have its books always open to the inspection of the Superintendent of Insurance.

Any policy holder, by applying to the local agents, can examine the Report issued annually by the Canadian Government, and so know authoritatively the Company's exact financial position, or

the reports can be obtained direct from the Government printers for Canada.

The returns to the Government of Great Britain will be found each year in the Board of Trade Returns.

The Insurance Act of Canada and the Company's Charter can also be inspected at the offices of the Company.

A Big Claim.

It is claimed that the insured in a Canadian Life Insurance Company has the advantage in the matter of rates, lower than those of companies of almost any other country, absolute security and adequate dividends for the following reasons:

1. Because Canada is the largest and most prosperous self-governing nation in the British Empire. Its Government Bonds are eagerly sought in the financial markets of the world. The country is recognised as the Granary of the Empire. The natural resources are practically unlimited, and capital so necessary in the development of a country of such magnitude commands attractive interest rates.

2. No policy holder has ever sustained any loss through the failure of a Canadian Life Insurance Company.

3. The Canadian Life Insurance Laws are an active force in the insurance business of the Dominion of Canada. The Government has appointed a Superintendent of Insurance in order that the laws may be fully carried out. Qualification is the only consideration in his appointment. He is not interfered with by any political party. His duties are to see that the life insurance business in Canada is conducted upon the plan designated by the Government.

Extensive reports of every item of income and expenditure, assets and liabilities, insurance written, claims paid, etc., are presented to the Insurance Department annually, and the books of the Company are subject at all times to most rigid inspection. Every Company must have, subject to Government supervision, securities covering the full amount of the Legal Reserve, that is, the present value of all Policy liabilities.

For Example: On a 10-year Endowment Policy \$5,000, the Government Reserve increases year by year, so that the amount at the end of 10 years, when the policy becomes payable, is exactly \$5,000.

Messrs. Arnhold & Co. are agents in Hong Kong.

40 Years of Progress

Synopsis of 1926 Report

New Insurance written	- G\$ 70,630,396.
Insurance in Force	- 361,166,647.
Assets	- 67,643,709.
Dividends to be paid	-
Policyholders in 1927	1,638,081.

SALIENT FEATURES.

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- Banner Gain in Insurance in Force.
- Largest Payments to Policyholders and Beneficiaries.
- Increased Dividends to Policyholders.
- Favorable Mortality.

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ROMANTIC RISE.

INSURANCE OF MOTOR VEHICLES.

Looked at in one way, the rise of motor insurance is one of the romances of our business. Certainly it is the outstanding feature of the last quarter of a century. The chairmen of most of our great companies, who have recently reviewed the reports of their work in 1926, have almost invariably touched this note. In one of our largest companies the chairman recently said "Motor vehicle insurance has now displaced all other classes, including workmen's compensation, as the chief income-producer" — in the accident department. That company is transacting motor insurance in no less than thirty-five countries. The growth of premium income in motor insurance has in truth been staggering, especially to those of us who remember its earliest beginnings. Looking at the subject, however, in a more prosaic way, we can consider that it is but a natural development — insurance following closely on the heels of commerce, as it always has done and will do. The necessity for motor insurance arose, and the demand was met. However, there is more in it than that: the rise has been romantic. There have been phenomenal expansions in the business, and great improvements in the forms of policies and in the cover given. No doubt there is room for improvement. We are no more at the end of things either in regard to policy forms, conditions, practices and premium rates, than we are at the end of the development of the motor industry. There are very big things in store for the motor, and for motor insurance. Our great offices are very much alive to the possibilities, and the importance of insurance is being more fully realised by the public and by motor owners.

INSURANCE ABROAD.

THE POSITION OF BRITISH COMPANIES.

Mr. P. C. Hunter, Joint Foreign Manager of the "General" Insurance Corporation, writes in the quarterly "Review":—

"British Insurance Abroad" is actually nearly as wide as British Insurance, because, apart from the Life Field, by far the major part of British Insurance interests are abroad. Of a Fire and Accident premium income of \$123,000,000, we have seen that \$85,000,000 is from Overseas. The Marine income of \$18,000,000 may also be counted as foreign, and these figures do not include any estimate for Lloyd's, say, \$20,000,000. In all, a foreign income of, say, \$123,000,000 out of \$160,000,000, or three-quarters. Life business of course tells a different story. Of a total of well over \$100,000,000 per annum, only a ninth, perhaps, \$12,000,000 comes from abroad, but this is, I believe, sufficiently accounted for by the reasons I have already mentioned. And, in any case, if comparisons are made with the United States, the Home Field still affords a very wide scope to our Life Insurance producers. Income, you may say, is not everything, but I venture to guess that it is more likely true than the contrary to say that the foreign business of our companies is carrying the Home, and that the dividends which shareholders are glad to receive come in fact from beyond the seas. These dividends and bonuses amounted in 1924, for 167 companies, to over \$9,000,000, and that does not include all the profit, as much is put to reserve, and helps not only to keep the value of shares rising, but to strengthen the financial security, which is still more important. I have no idea what the total funds of British companies amount to, but I was a little surprised to discover that the 167 companies which paid \$9,000,000 in dividends last year had a total paid-up capital of only \$33,000,000. Quite a handsome return, and a good part of it at least from foreign enterprise.

If there may be room for doubt as to the source of British insurance profits, there is not the slightest doubt as to the dominating position we occupy as foreign insurers in almost every country of the world. Lists of companies operating in various countries are almost always incomplete, but the following figures are instructive. In Spain, we have a sixth of all the Fire premiums. In Porto Rico, an unattractive insurance country which might naturally be presumed to be under American rather than British influence, we find there are

8 American companies operating against 12 British and 2 British Colonial. There are no native companies. (Perhaps the locals know too much to insure themselves!). And there is only one other foreign company. In Salvador, there is one native company, 7 British, and 2 American. Egypt is perhaps the most cosmopolitan country in the world. There, we find one native company, 12 American companies, 71 British (including British Colonial) companies, and 21 companies of other nationalities, including French, German, Italian and Greek. In Chile, there is a host of native companies, with whom compete only 3 American, as compared with 32 British companies, while all the other foreign companies together number 8. There is such a large margin in these statistics that I feel we can trust them to give a reasonably accurate view of the position, and we must further remember that within the British Empire, except in Canada, British insurance companies are hardly challenged, except of course by their colonial competitors. And here we should remember that the genius displayed by Britain for the conduct of insurance business has been communicated to the Greater Britain Overseas.

The chief trouble looming ahead is Government intervention. This takes two forms. The first is the demand for deposits. Every country and State is demanding a heavy deposit of cash, practically a forced loan, on the pretext that security must be provided for its own nationals. Some of the demands are nearly prohibitive, for example, take Brazil, where no company may assume on a single Fire risk more than 40 per cent. of the total sum deposited with the Government. Some demands are heavy, for instance, \$16,000 for Fire business alone in Cuba, and \$50,000 for all classes, except Life, in New Zealand. Each of the Australian States asks for about \$5,000, and most of them are thinking of demanding more. India is on the point of requesting a mere matter of \$16,000. All these demands have the effect of tying up the resources and splitting them up into fractions, which are not available to assist one another in the event of disaster, and it must therefore be obvious that in the long run these deposits will defeat their avowed object. Insurance to be safe must be widespread and be backed by liquid assets, and it must rest with the companies to educate governments by combined representations to a realisation of the wider view, so that deposits may be kept moderate in size. Otherwise, the best developments of insurance must be frustrated.

The other form of Government intervention is actual trading by the Government in insurance or the threat of it, combined with restrictive regulations. Here again, the situation is probably best met by concerted action, through associations. Apart from regulations to prevent fraud, Government intervention is usually induced by the attraction of apparently large profits, involving an unnecessary tax on the people, and tariff associations are naturally accused of conspiring to this end. It, therefore, lies with such associations to watch results closely, to keep tariffs at a fair level, to provide the Public with what it needs, and to educate the Public to understand the nature of the service rendered.

Another difficulty which has to be faced by British companies in the Foreign Field is discriminatory legislation, I mean the favouring of native companies at the expense of foreigners. It is a kind of "protection" and takes the form of higher deposits and higher taxation. It is supported (paradoxically enough in these days of the League of Nations) by a recrudescence of the nationalist spirit in commercial affairs. This is of course a serious threat to the growth of our Foreign income. Insurance is not a commodity that can be "dumped" like motor cars, or cheap cutlery, nor is it easy to persuade its purchaser that the cheapest may not be the best. Policies are more often valued by the words that are written on them than by the capacity of their writer to fulfil his undertaking. It is when the claim comes along that comparisons can truly be made, and I believe that the reputation of British companies in this respect will go a good long way to help them over the fence of discrimination. The only other means is to be like Ford (or Morris), and establish a factory in the country to be attacked, by which I mean, to buy and operate a national company. It is not altogether a satisfactory scheme. It means more work and greater expense. But it looks to be the only way.

I have endeavoured to show you two things, first, how vast is the insurance business, and second, how outstanding is the position they hold abroad. I have unfortunately, not been able to deal with the mechanism of the great industry. I have not attempted to show you the degrees of control exercised by Home executives over the different areas of operation abroad. I have barely indicated the differences of language and custom encountered. I have not even touched on the financial arrangements, the difficulties of depreciation, exchange rates and the complexity of accountancy matters. I have, how-

ever, endeavoured to outline broadly our foreign insurance field. We saw how industrial activity and sea supremacy carried British insurance all over the world. We saw how national characteristics contributed to its success in foreign lands. We have glanced at the results which are being obtained to-day, thanks to organisation at Home and in many cases, I should add, to skilled and loyal staffs overseas. We have touched upon various classes of business, their differences, difficulties and prospects. We have glimpsed some of the developments and problems ahead. British insurance has a wonderful past, an inspiring present and a great future. We are safe to be proud of it. It has been built up on sound principles, fair dealing and a resolute determination to secure, above everything, financial strength. We need have no doubts as to its future. In our work, we draw inspiration from the thought that we have, each one of us, a part to play in this wonderful organisation.

IN A NUTSHELL.

MANUFACTURERS' POSITION TO-DAY.

The following striking figures demonstrate at a glance the position of the Manufacturers' Life Insurance Co. of Canada:—

New Insurance and Insurance in Force.	
New Insurance issued in 1926	\$ 70,630,396
Business in Force December 31, 1926	361,166,647
Assets.	
Assets at December 31, 1926	67,643,709
Increase over 1925	7,803,755
Reserves.	
Policy and Annuity Reserve	57,099,942
Increase over 1925	6,963,543
Income.	
Income	18,667,904
Increase over 1925	2,855,778
Payments to Policy Holders.	
Death Claims	2,159,420
Matured Policies, Annuities, etc.	2,720,951
Dividends to Policy holders	1,327,787
Summary.	
The reserve for dividends to policy holders has been increased to \$4,314,279, included in which is the sum of \$1,638,081 covering Dividends payable to policy holders in 1927. After making	

BACK TO 1866.

ORIGIN OF FIRE INSURANCE BUSINESS.

The Great Fire of London in 1666 turned the attention of the citizens to the need of securing protection against loss from fire. There was much talk of action being taken by the Corporation of the City, but the first effective step was the formation of "The Fire Office" or, as it was alternatively known, "The Insurance Office at the Backside of the Royal Exchange." The most active of the founders was Dr. Nicholas Barbon, a son of Praise-God Barebones of Cromwell's day. This Company was granted a charter by the King in 1683, and it continued to transact business until 1760, when it closed its books.

This first fire company took for its badge, and ultimately its name, the fabulous bird, the Phoenix, which according to Herodotus, who wrote in the 5th Century, B.C., visited Heliopolis, in Egypt, every five hundred years. The story runs that when the phoenix reached a very old age, some five hundred and others fourteen hundred and sixty-one years, it built for itself a funeral pile consisting of spices, settled upon it and died. Out of the decomposing body the phoenix rose again, wrapped the remains of its old body in myrrh, carried them to Heliopolis and burned them there.

Twenty years after this first Phoenix came to an end a new one arose. This was the present Phoenix Assurance Company, which was founded in 1782. There are some indications of a connection between the two offices, but what, if any, this connection was will probably never be definitely established.

The foregoing provisions, and in addition maintaining a Contingency Reserve of \$650,000, the surplus amounts to \$2,839,238. An increased scale of dividends to policy holders has been authorised for policies completing their dividend periods in 1927. Nearly thirty-two million dollars of the Company's assets are invested in Government, Government Guaranteed and Municipal Bonds. First mortgages on improved real estate amount to thirteen million dollars.

MOTOR CYCLES.

INSURANCE RISKS EXPLAINED.

During recent years, with the rapid fall in the prices of motor cycles, this section of the motor departments of insurance offices has assumed far greater importance than ever before. According to the statement issued by the Minister of Transport recently there were, on February 28, 1926, 339,000 motor cycle licences in force. This will form some indication as to the great demand there is for this class of insurance, and it is here proposed to outline the salient features of the cover given by policies covering motor cycle risks.

In dealing with motor cycle insurance consideration has always to be given to the fact that a motor cycle is necessarily less stable than, say, a motor car, and it may therefore be anticipated that more accidents will occur in connection with motor cycles than with four-wheeled vehicles. The addition of a side-car with the third wheel does not alone make for that stability which the four-wheeled car possesses, and experience has shown that many accidents occur when motor cycles with side-cars attached endeavour to turn corners at anything beyond a very moderate speed. On the other hand, the motor cycle is much lighter than any type of car, and in view of this it is reasonably to expect that third party claims, at any rate for damage to property of third parties, should not be so heavy as those in connection with car insurances. At the same time personal injury claims may be quite as serious following motor cycle accidents as those resulting from the use of motor cars. Another feature which must always affect the underwriting of motor cycle risks is that so many motor cycles are owned and driven by extremely young persons who give no thought to other users of the road and will sacrifice anything for the sake of speed. Not that we would suggest that all motor cycle users behave in this manner, but such practices on the part of a few lead to many other accidents for which they are in no way responsible, with the consequent increase in claims ratios over the whole.

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MOTORING SECTION

IMPERIAL MARKETS.

RESPONSIBILITY OF THE HOME CONSUMER.

"Glenhest" writes in "Over-seas":

It is only quite recently that, as one result of the Imperial Conference, the public has awakened to the realization of the humiliating fact that an overwhelming preponderance of the motor cars in use in the British Empire overseas are of foreign manufacture. Actual figures for each Dominion or Colony are not available, but if we say that not less than 90 per cent. of the Empire's motor cars are foreign we will not at any rate be exaggerating.

Having awakened to the fact, we who live in the British Islands have made up our minds that it is a scandal; we criticise the manufacturers, their apathy, their obsolete salesmanship, their neglect of advertising, their obstinate inattention to the details of the demand; we do not spare the overseas buyers, and we say hard things of the overseas agents who deliberately push foreign goods and ignore Imperial produce. We echo with approval the speeches of Dominion Premiers, and applaud the despatch of a trade delegation to Australia; and having made it quite clear that everyone else is to blame, we go off to the local agent and buy a foreign car.

The failure of our motor car manufacturers to get a grip on the Imperial markets can be explained by a dozen contributory causes. Dislocation of trade during the years of the war, when our American competitors got in to the new markets on the ground floor; financial burdens, hardly to be borne, as a direct result of the war; impossible tariff walls abroad and chaotic exchanges, cutting off the foreign trade—all these were a tremendous handicap in the race for the new markets. For a long time the manufacturers seemed dazed; even now organisation is faulty and bold commercial policies are lacking. Agency arrangements overseas leave a great deal to be desired; advertising and propaganda are slender and unconvincing; service depots are conspicuously absent and spare parts are not stored locally; local requirements are not sufficiently studied—and so on.

All these things are true; but, on the other hand, the manufacturers are beginning to take matters to heart. Sales organisations and agencies are being overhauled; new methods and new policies are being put into force. There has been in the past two or three years a considerable improvement, which, if considered out of its context, appears most gratifying. Exports of motor vehicles and chassis to practically every one of the Dominions and Colonies have steadily increased. The goodwill of the overseas buyers is a very big asset, and we may confidently expect a still greater increase in the current year. But, unhappily, the increase already registered is relatively small, and does nothing to wipe away the stigma of foreign preponderance in British Empire markets.

In 1923 Great Britain exported only 2.3 per cent. of the total exports of motor vehicles from the great producing countries, while the United States was responsible for 55.9 per cent. In 1925 we had increased our percentage of the world's total exports to 5.8; but the States increased theirs to 60.9. In the first half of 1926 the British figure was 5.7 per cent.; the American 61.7 per cent. There is very little cause for congratulation here. The truth is that the demand for motor vehicles all over the world is growing by leaps and bounds, and that the British industry is only getting a very small proportion of that increase. It is still true that the American car is in an overwhelming preponderance.

We believe, indeed, that the British industry is at last waking up to the tremendous opportunities ahead; but there is one factor which is hardly within their control, the factor of price.

We can confidently say that British cars are superior to American, or, indeed, any other foreign cars, in everything but price. We must also say, no less certainly, that until the British makers can reduce their prices to a competitive figure, the improvement in overseas sales can never attain the ideal of British cars for the British Empire. This brings us to the main object of this article, which is to point out the responsibility of the home consumer in the matter.

Our manufacturers can never build up a really big overseas trade unless they are properly supported at home. So long as the average British motorist is content to buy American, French or Italian motor cars, without a single thought as to the effect of his action, the British industry will never succeed in making any real headway in the Imperial markets. It is not too much to say that every man who buys a foreign car is doing a serious injury not only to the motor industry, but to the country. Incidentally, he is acting against his own best interests. Conversely, every man who buys a British car is helping to reduce poor rates, to reduce taxes, and to reduce the price of British cars at home and abroad. During the five and a half years ended June, 1926, nearly £24,000,000 of British money was paid in Great Britain for foreign motor vehicles and chassis; if that large sum had been spent in buying British products the industry would have been put on its feet, the price of cars would have come down, the export trade would have grown by leaps and bounds.

Doctrinaire Free Traders opposed the McKenna duties in the interests of the consumer; but, in the result, the imposition of these import duties actually brought down the price of motor cars, because of the impetus given to the sale of cars produced at home. But, in spite of the import tax, foreign cars are still sold in the British islands in thousands, and this largely because the foreign factories—for well-known reasons which need not be discussed here—are still able to put attractive-looking cars on the market at low prices. It is because of this foreign competition, eagerly supported by hundreds of British men and women, that the home factories cannot reduce their prices still further.

That the policy of those who thus support the foreigner is not only to the disadvantage of the country and of the particular industry concerned, but also to their own disadvantage, is demonstrably true. Car for car, price for price, the British product is the best value on the market. By buying British you will reduce unemployment, bring down your rates and taxes, and in so doing, increase trade in general and the motor trade in particular. The additional business will enable the industry to lower prices still further in competition with the Americans and others in the Imperial markets. If the consumer at home will conscientiously support the home industry, the proportion of British cars taken by the Colonies and the Dominions in the near future will not be, as at present, a humiliation and a scandal.

It is rumoured that the 9.20 h.p. Peugeot is to be made in Britain, and that the manufacturers are now looking round for a suitable factory. It is emphasised that the car will not be merely assembled in Britain, but will be manufactured in practically every detail by British labour.

MORE ENTERPRISE.

BRITISH PRODUCTS FOR ARGENTINA.

Motor-car manufacturers, who were mentioned by the Argentine Minister, Sir Malcolm Robertson, as being among the British firms neglecting the golden opportunities of the Argentine market, were able to give some encouraging details recently of the challenge that is already being offered to United States supremacy in South America.

Sir Malcolm put the position before a number of firms, and as the result of his advice new efforts will doubtless be made to popularise British cars in the Argentine. Some manufacturers are already keenly alive to the possibilities, and are now at this moment preparing the ground for British sales.

Mr. Morris, of the famous Oxford firm, is on the way to Buenos Aires. His five days there may have important consequences. Mr. R. G. Ash, a director of Austin's, left in the middle of last month to ascertain the types of car most needed in South America. Bentley Motors, within the last month, have arranged a selling and service headquarters in Buenos Aires.

The export manager of Morris Motors stated to a "Morning Post" representative that his firm had begun successfully exporting two and a half years ago, and had now reached the point where it was possible to attack centres of sale where rivals were strongly established.

"One of these places is the Argentine," added the export manager, "and we are now going to tackle this part of the world." A Morris Oxford car specially for export, he continued, had recently been produced with a wide 4ft. 8in. track and clearance enough to surmount any obstacle on any route with semblance to a road, that would be perfectly suitable to South American conditions.

The Austin Company declared that they were now "making a big push for an export trade. We have already done a little business in South America. Undoubtedly there is a big opening in the Argentine for the British car. It is true that the Americans hold the field, but the day will come when the British car will be equally welcomed in the Argentine, and South America generally."

Individual orders have hitherto reached Bentley's from the Argentine, but they have now made a selling arrangement, which has enabled them to despatch, as a first consignment, seven cars varying in value from £1,125 to £2,200. "We imagine prospects will be pretty good," said an official of the firm.

MOTORIST'S WISH FOR PLUCKY BAKER.

Mr. Lewis Stroud, a solicitor of Chesham Bois, whose car knocked down a New Benham baker, Arthur Jones, seventy-two, attended the inquest at Uxbridge on Jones, who died from pneumonia following on the injuries he received.

In expressing sympathy with the widow, he said he hoped she would meet her husband again and find him fringing a golden barrow and delivering the bread of God to the angels in heaven.

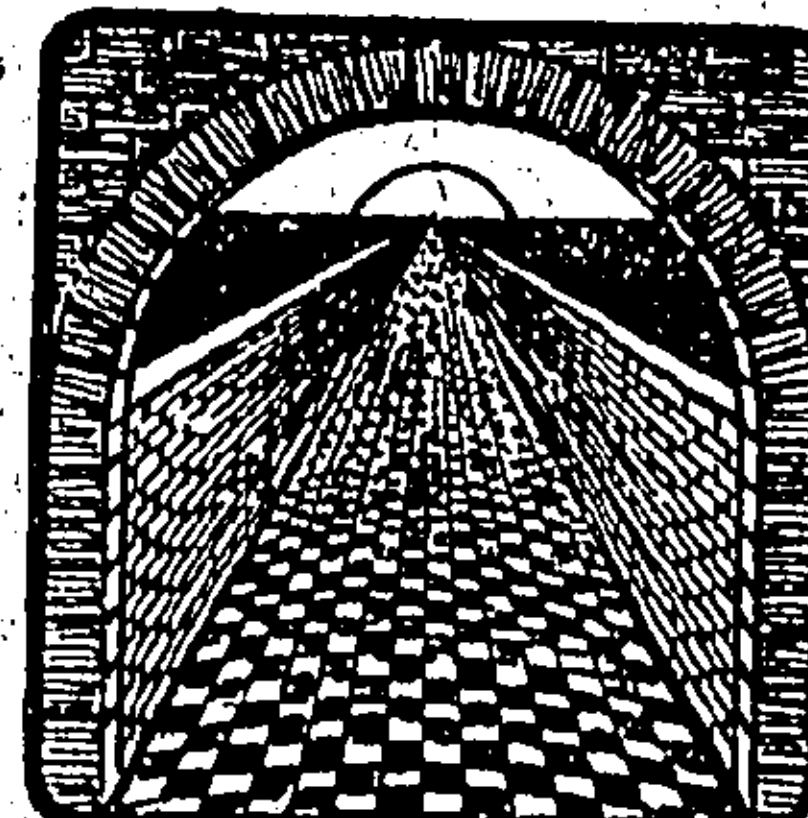
BEST DRIVERS.

Good words for the driving ability of women, the younger set and men generally have been uttered from time to time, but it has remained for the mutual liability insurance companies of Massachusetts to single out the married men as the best drivers of all.

As the result of an analysis of several thousand accident cases, the companies have discovered that the husband and father class has more judgment and a greater sense of responsibility than single men.

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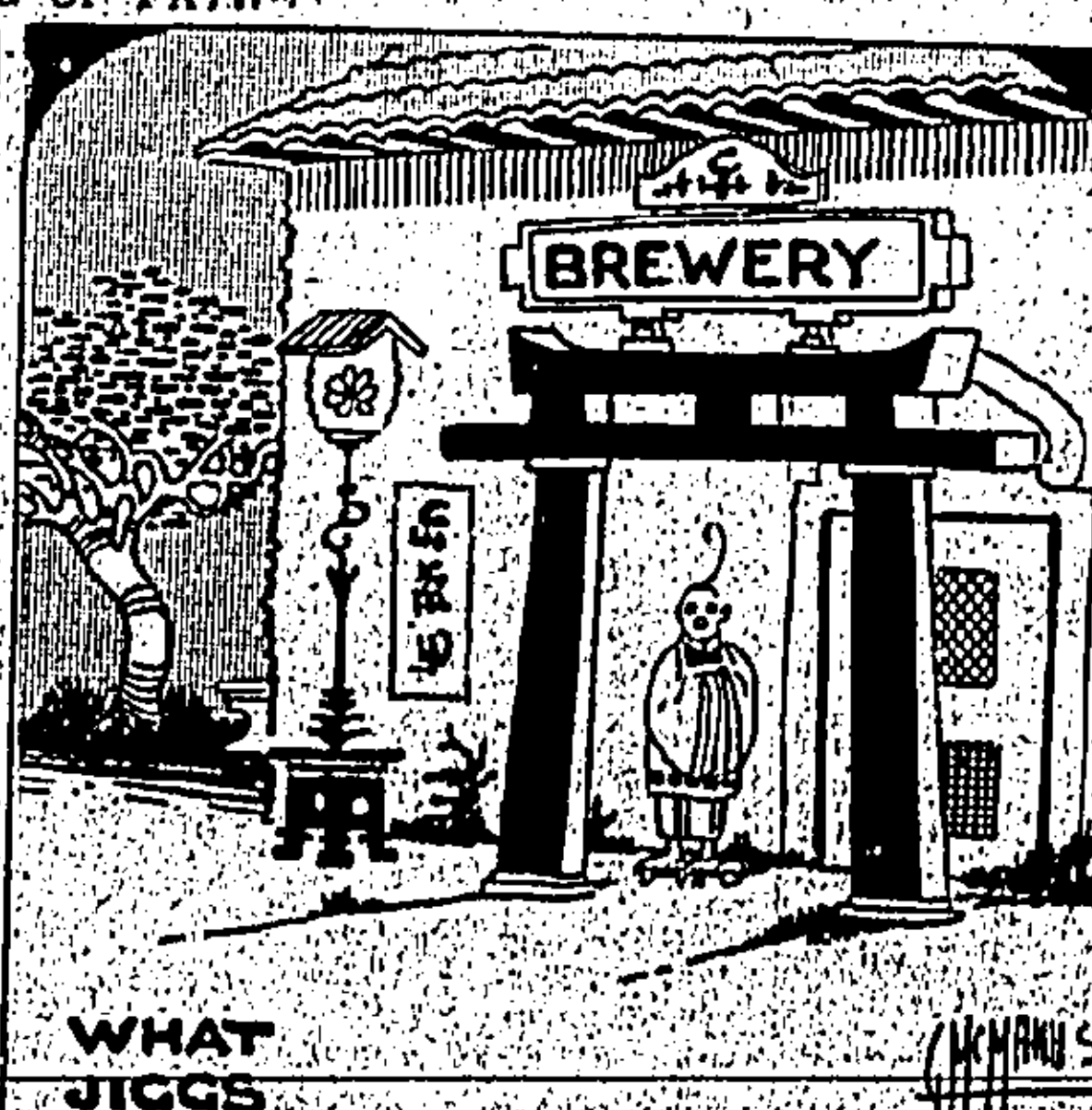
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FASHIONS AND FANCIES



The bathing season at the Winter resorts give a pretty accurate forecast of what will be worn at the Summer beaches. And those who do not hie themselves Southward for the Winter may study the mode with comfort and at leisure for the coming Summer season.

Colour seems to rank highest as the bathers are on display. All shades in all sorts of novel appearances are noted, and there is a distinct note of individuality exhibited.

Despite the preference of many bathers for the two-piece knitted suits that rely upon the belt for contrasting colour, there are to be seen many suits in fancy fabrics. Taffeta, velvet, silk and satin are all on view at Florida resorts.

In the silk, taffeta or cretonne suits the two-piece mode is again stressed, with the outside jumper, however, much longer than in the knitted outfits.

Trimings are important in the fancy fabric bathing costumes. Embroidery, scallops and buttons all lend distinction. Colours are seen in all the favourite shades, with red and green predominating.

In the knitted suits two colours are often used. Sometimes the white jumper is used in combina-

tion with dark trunks. Large monograms are a feature of many of the jumpers. Stripes also appear in all widths and add variety to the jumper. Plaid effects, too, are in vogue.

Beach pyjamas, fashioned after the mode in Lido, have come to America and may be seen gracing the Southern beaches. They are extremely chic and sometimes possess trousers of sailor-like tendencies, with a jacket of Chinese inspiration worn over a gaily coloured jersey jumper.

Accessories loom particularly important. It seems as though no beach costume were complete without the smart cape or coat that forms so picturesque a covering. These are very gay in tone, though serviceable to the extreme. Rubberized silks, satins, cretonnes and woolsens introduce many of the smartest beach wraps. Light and dark shades are seen in models that include the circular or flare coat, the military model or the tuxedo topcoat. Sea green, tan, coral, flame, yellow and reds predominate, while painted designs or floral patterns are also much used. Bandings, scallops and scroll work in contrasting shades introduce some novel effects.

Caps in all sorts of interesting models are seen. They usually

match either coat or bathing costume and are apt to be dashing in both colour and design. Helmet hats, mermaid shapes, draped turbans, coronet, aviator bonnets and all sorts of designs are used with stunning results. These caps are now apt to be smartly trimmed as well as distinctive in shape.

Bathing sandals attract much attention. The very chic Japanese sandals are much in vogue, as are the Grecian slippers. Bathing shoes in rubberized fabrics designed to resemble moccasins are much seen, too.

The parasol comes into great importance on the beach. Parasols that match the cape are particularly fetching. They come in very diminutive handles, with beautifully designed fabrics shedding a rosy glow from the circles of silk, cretonne linen or raffia.

Taffeta bags, rubberized, to hold the beach vanities, are also to be found. They usually match in spirit the parasol or cape.

Doris Kenyon, who chooses the knitted bathing costumes because of its greater freedom, selects her bathing accessories with great skill so as to bring the important colour note to the beach. Miss Kenyon is now appearing in the First National film, "Ladies at Play."

THE WAY THE WORLD WAGS.

Milk is being sold in London at the summer price of 6d. a quart.

The Postmaster-General said in the House of Commons that on Feb. 28 last there were 2,235,000 wireless licences in force.

At a joint sitting of four Houses of Convocation the question whether the Revised Prayer Book should go forward to the Church Assembly was debated. The Archbishop of Canterbury, in an impressive speech, said the Book involved no change of doctrine. The Bishop of Norwich urged the rejection of the Book.

Mr. Buchanan (Lab. Sec.) moved a resolution in the House of Commons calling for the repeal of the Board of Guardians (Default) Act, and making special reference to the Chester-le-Street report. The motion was defeated by 297 votes to 119. Mr. Chamberlain, Minister of Health, said the ex-Guardians, in their reply to the report of the appointed Guardians, did not deny any of the charges.

Mr. Churchill, after receiving deputation representing various organizations interested in the Betting Duty at the Treasury said he did not think the tax had had the effect on racing which had been alleged. He thought it was too early to judge of its ultimate effect. If after a fair trial injury to racing was proved, he would be willing to reconsider the method and weight of the tax.

Get rid of all restrictions and subsidies, and then builders will solve the housing difficulty, said the National Federation of House Builders, at a London conference. Subsidies, he said, were unfair to the public, who had to pay them; unfair to the builders, who had to pay high prices because of them; and unfair to the buyer, whose independence was sapped by getting something for nothing.

On the motion of Viscount Burnham in the House of Lords the Royal Albert Hall Bill was referred to a Select Committee.

A proposal by the London Electric Railway Company to extend the Piccadilly Tube from Finsbury Park to Southgate was announced by a representative of the company at a Ministry of Agriculture inquiry at Southgate.

A settlement of the Harringay Street market dispute has been reached by a compromise that, pending the provision of a new site, the stall-holders are to be allowed to use St. Ann's Road only between eight a.m. and ten a.m.

Replying for the Government in the adjourned debate on the economies to be effected in the Territorial Army, Viscount Peel in the House of Lords contended that there had been no injustice between that Army and the Regular Army.

The Secretary for War announced in the House of Commons that the Government had decided to make a proficiency grant of 80s. a year for men enlisting or re-engaging in the Territorial Army after March 1. The grant is in response to the public outcry which followed the abrupt withdrawal of the Territorial bounty at the end of February.

Dealing with criticism of the piano transmissions from ZLO, a wireless correspondent writes that owing to the enormous range of over-tones the B.C. engineers regard the piano as one of the most difficult instruments with which they have to contend. No technical defects have been found in the broadcasts and if any variation in quality exists it is put down by the engineers to subtle variations in the styles of individual performers.

A Socialist motion in Parliament to add a new clause to the Army and Air Force (Annual) Bill abolishing the death penalty in relation to cowardice and desertion on active service was defeated by 259 votes to 134.

After a collision a fog with the Rio Claro, of London, the Liverpool steamer "Fulmar" foundered off Dungeness. The crew of twenty-four men reached land in their own boats. The "Rio Claro" was able to reach Dover under her own steam.

In settlement of all claims the Crown has agreed to pay £25,000 on a Petition of Right brought by P. and W. Anderson Ltd., contractors, in respect of Air Ministry contracts for the erection of aerodromes. The petition was withdrawn from the King's Bench.

Mr. Philip Snowden, M.P., declared in a speech at Derby that nothing could be more antagonistic to the Socialist spirit than a bitter prosecution of the class war. In industry the class war had resulted in stagnation in wages, more than a million unemployed, bad trade, and the arrest of social progress.

A warning of the danger of a minority Government was uttered in the House of Lords by Viscount Burnham who asked the Government to provide for a Second Ballot for the election of M.P.'s where no candidate received a majority. It was necessary, he said, to make sure that the voice of the majority should prevail. Lord Desborough, for the Government, said they were not prepared to go further at present than to deal with certain minor amendments of the electoral machinery. The Second Ballot would extend the period of disturbance caused by elections and would add to the expense. The Earl of Birkenhead said logically the Second Ballot had everything to recommend it, but the question required fuller examination than it had hitherto received.

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INWARD MAILS.

From	SATURDAY, MAY 14	Per
Europe via Suez (letters & papers London 14th April, & parcels 7th April)		Kashmir.
Shanghai		Soochow.
	SUNDAY, MAY 15	
Straits		Fushimi Maru.
U.S.A., Canada, Japan & Shanghai		Pres. Cleveland
Straits		Talamba.
	MONDAY, MAY 16	
Canada, U.S.A., Japan & Shanghai		Empress of Canada.
	FRIDAY, MAY 20	
Japan & Shanghai		Kashima Maru.
Australia & Manila		Tango Maru.
	TUESDAY, MAY 24	
Japan		Mishima Maru.
	SUNDAY, MAY 29	
Straits		Hakozaki Maru.

OUTWARD MAILS.

For	SATURDAY, MAY 14	Per
Shanghai		Carnarvonshire
Amoy		An King
Samshui & Wuchow		Tai Ming
Formosa, *Shanghai, Japan, Honolulu & *San Francisco—due San Francisco, 10 June. Registration 4.15 p.m. Letters 5 p.m.		
Shanghai & Europe via Siberia		Siberia Maru
Suifu		Chung King
Suifu		Pheum Penh
	SUNDAY, MAY 15	
*Swatow & Bangkok		Keemun
Swatow, Amoy & Formosa		Kiangsu
	MONDAY, MAY 16	
Shanghai, Japan & Europe via Siberia		Kaijo Maru
Straits & Calcutta. Parcels Noon. Letters 1 p.m.		
Shanghai		Fushimi Maru
Amoy		Lai Sang
	TUESDAY, MAY 17	
Swatow, Amoy & Fochow		Kwangse
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles 17th June. Registration 1.45 p.m. Letters 2.30 p.m.		
Manila		Soochow
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Victoria, B.C.—due Victoria, B.C. 6th June & Europe via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.		
Swatow		President Lincoln
Bangkok		Kwangsang
Manila, Australia & New Zealand via Thursday Island—due Thursday Island 27th May. Parcels 5 p.m. Registration (18th) 9.45 a.m. Letters 10.30 a.m.		
Holhow & Haiphong		Tai Ming
Batavia		Kwai Sang
	FRIDAY, MAY 21	
Swatow, Amoy & Fochow		Hai Ning

*Correspondence bearing vessel's name only.

"BLACK FRIDAY."

Berlin Stock Exchange Panic.

THOUSANDS LOST ALREADY.

Berlin, May 13.
To-day will be known as "Black Friday" in the history of the Berlin Stock Exchange where there has not been such a panicky feeling since the worst period of inflation.

Tremendous slumps ranging from ten to forty points occurred in all kinds of shares. The public took panic throwing shares on the market at any price, so that thousands of pounds sterling have already been lost.

The panic was a sequel to the Berlin banks, as a result of strong pressure from Dr. Schacht, President of the Reichsbank, agreeing to restrict considerably but gradually all credits for speculative or discount purposes; the first restriction, to the extent of 25 per cent, to be enforced in the middle of June.

Dr. Schacht, who is believed to desire to avoid an increase in the discount rate, which might have shaken the prestige of the Reichsbank, is said to have threatened the banks with legislative measures unless they agreed to his demand.

Industrial leaders express the opinion that credit restriction will have detrimental effects on industry as the reorganisation of industry is not yet complete and can be successfully carried out only if the Bourse is able to absorb new industrial shares.—Reuter.

BALLOON DISASTER.

WRECKED FLYING OVER MOUNTAINS.

HUNTERS RESCUE AVIATORS.

Moscow, May 13.
The pilots of the Soviet balloon mentioned earlier have been rescued by hunters twenty miles from Troitsk in the Korse district of Siberia. They were half frozen and almost dead. It appears that the balloon was wrecked flying over the Urala.—Reuter.

[The balloon was released on April 30 in order to test its capacity for a long flight. It had two occupants.]

TYRE OUTPUT.

UNITED STATES RECORD YEAR.

New York, May 13.
The tyre output of the United States in March was the largest in the history of the industry. The Rubber Association's figures show tyres produced 6,349,000; shipments 5,781,000; and stocks in hand 11,792,000.
The Department of Commerce reports that the production of rubber claimed rubber last year was 180,000 tons and the consumption 164,000 tons compared with 141,000 tons and 137,000 tons, respectively, in 1925.—Reuter's American Service.

SEEING BRITAIN.

SOUTH AFRICAN FARMERS VISIT.

Rugby, May 13.
A party of South African farmers will arrive here on June 13. In the course of their tour of this country they will be the guests on several occasions of the British farmers who toured South Africa last year, and many public functions, are being arranged at important centres. On the day of their arrival they will be received by the Prince of Wales at Saint James Palace, and on July 7 they will be received by the King.—British Wireless Service.

Three cases of enteric fever and one case of cerebrospinal fever were reported yesterday. All the patients are Chinese.

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TIMES AND PRICES

2.30 Circle: \$1.00, Stalls: 80 cts. & 40 cts.
5.10 Circle: \$1.50, Stalls: \$1 & 60 cts.
7.15 Circle: \$1.50, Stalls: \$1 & 60 cts.
9.20 Circle: \$1.50, Stalls: \$1 & 60 cts.
SERVICEMEN (BACK STALLS: 50 cts.
TO ALL SHOWS (FRONT " 30 cts.

STAR

TO-DAY ONLY

2.30 to 11.15 Continuous

**EDMUND LOWE
AILEEN PRINGLE**

in

SOUL MATES

A THRILLING COMEDY-DRAMA

BY

ELINOR GLYN

ADDED ATTRACTION

AT 9.30 ONLY

THE DESERT RATS

FEATURING

OLD TIMES SONGS and MELODIES

WORLD

TO-DAY ONLY

at 2.30, 5.15, 7.15 and 9.15 p.m.

RICHARD DIX

in

"TOO MANY KISSES"

How many are "TOO MANY KISSES?"

The Screen's fastest rising favourite tells you in his fastest and funniest picture

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